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SPECIAL TRUCK EQUIPMENT NUMBER

COMMERCIAL CAR JOURNAL

APRIL 1932

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REO

Reo Trucks and Speed Wagons range from 1½ to 4 tons. Prices $625 to $2800, chassis, F.O.B. Lansing. Matched bodies to suit every purpose. New Tractor-trailer units—1½ to 4-ton tractors with matched semi-trailers; gross capacities, 16,000-35,000 lbs.; $1575 upward, chassis, F.O.B. Lansing.

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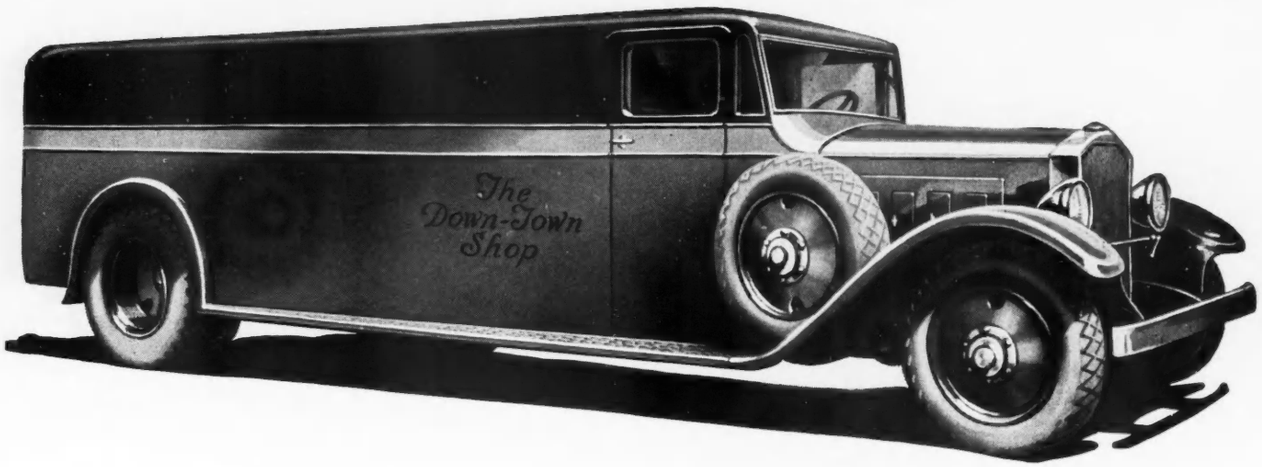
PIERCE-ARROW
builds a new *8 cylinder* *SPEED TRUCK*



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Pierce-Arrow, by its system of unit interchangeability, also offers a choice of 23 other chassis ranging from 12,000 to 44,000 lbs. maximum gross weight. Tractors from 24,000 to 75,000 lbs. maximum gross train weight. Six-cylinder dual ignition power plants range from 70 to 150 H.P. Thus operators can now secure trucks which exactly meet their individual haulage needs.

PIERCE-ARROW

Buffalo, New York

COMMERCIAL CAR JOURNAL

with which is combined Operation & Maintenance

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TABLE OF CONTENTS

The President's Page 13

New Refrigerated Bodies Are Freezing Out the Old.... 14

Multi-Stop Units Dub Dobbin a Dud 18

Trail of Savings Leads to Trailers 22

Concrete Mixers Abstract Greater Profits for Users... 25

Extra Axles Hail Economy Programs 26

Winches Assist Many Operators in Pinches 29

New Hoists Improve Dumping Efficiency 30

Vocational Bodies Boost Truck Value 32

Farm Bodies Sow Seeds of Economy 34

Haulers Seek Units That Lower Costs 38

Road Work Rides Depression in High 42

New Fords Spur Business Drive 44

New Truck Registrations 48

Truck Specifications Table 64

Advertisers' Index 112

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COMMERCIAL CAR JOURNAL

PHILADELPHIA PENNA.
APRIL, 1932 VOL. XLIII, No. 2

A Candid Discussion of the Merchandising Problems Facing Manufacturers and Distributors of Special Truck Equipment

By

Ellsworth R. Boeck

PRESIDENT
Truck Equipment Co., Inc.

THE PRESIDENT'S PAGE

THE producer of a motor truck chassis has a sizable task on his hands to supply the buyer with the proper component parts to meet the buyer's needs of performance. When the chassis manufacturer attempts to make or to stock and install at his factory anything very much beyond the standard types of bodies, he is running the danger of sustaining a loss in several directions. First, the great variety and diversity of equipment quickly makes apparent the great danger of obsolescence, which it has been said, "is more rapid than wear." The equipment may become obsolete before the chassis manufacturer can dispose of it. The occasional call for one of the many varieties of special equipment makes it very unwise for a chassis manufacturer to attempt to stock a supply of different types of equipment. Second, the majority of truck equipment which is mechanical requires technical and practical knowledge to properly prescribe and install. It is so diversified that for the few times a year that the chassis manufacturer needs the information regarding it, it is difficult to locate, too costly to keep informed and up-to-date upon, and consequently results in a loss rather than a profit in handling the information. Also, the danger of improper selection of truck equipment by truck manufacturers and their sales outlets, either branch or dealer, has resulted in seemingly insufferable grief and headaches. Variations in state laws and customs of different cities further add to the perplexities of the chassis manufacturer when he attempts to deal in items of special truck equipment.

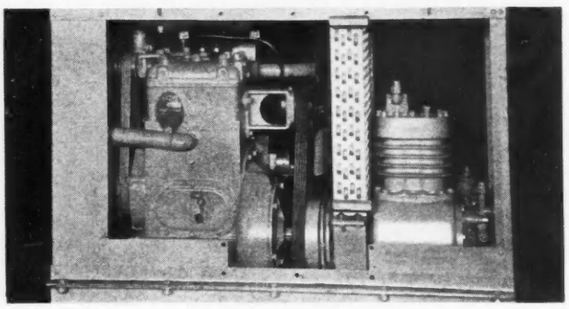
What about the truck equipment manufacturer and distributor? How has he fared? The chassis manufacturers and truck sales outlets may find some consolation in knowing that the truck equipment manufacturer and distributor have had no bed of roses. The profits of the truck equipment manufacturer and distributor have been either none at all or too meager to be attractive in proportion to the necessary effort expended. There are reasons, of course. Truck transportation is really an infant. While trucks were made as early as 1900, truck transportation really came into its own after the war. During the 15 years which have elapsed, truck transportation has grown so rapidly and changed so much that the time really has been insufficient in which to perfect plans, policies and methods through which truck equipment could be profitably placed in the hands of the ultimate user.

Perhaps the trucks, which are conspicuous moving billboards upon our highways and streets, attracted too many manufacturers,

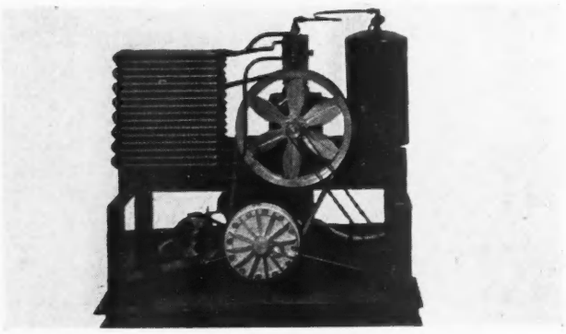
TURN TO PAGE 48, PLEASE

NEW REFRIGERATED ARE FREEZING OUT

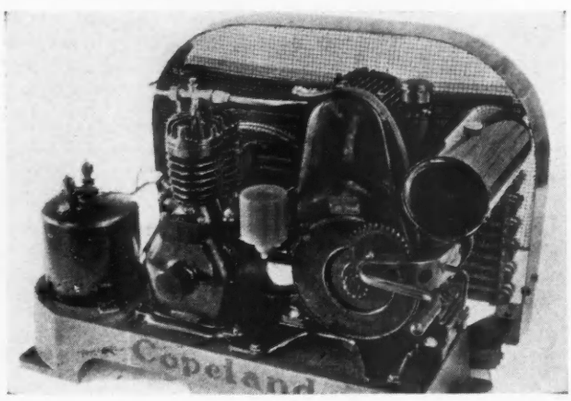
Good looks are a sales feature demanded by many vocations today. That body builders are meeting this demand is testified to by this mechanical job



Direct engine-driven refrigerating unit assembled in a compact plant. The belt drives fan. Compressor is to right of radiator



The Kelvinator is transmission driven. Drive to the compressor is through a centrifugal clutch that maintains constant speed regardless of engine speed



The two-cylinder compressor of this Copeland unit is driven by an independent gasoline engine through a belt

Comparative Cost of Operating Ice and Salt, Solid CO_2 and Mechanically Refrigerated Route for One Year

Items	Ice and Salt	Solid CO2	Mechanical unit
Depreciation ice and salt truck chassis, 3½-ton, $4,000 at 25%	$1,000.00	.....	.....
Depreciation Solid CO2 chassis, $2,000 at 20%	.....	$ 400.00	.....
Depreciation mechanically refrigerated chassis, 2½-ton, $2,500 at 20%	.....	.....	$ 500.00
Depreciation ice and salt body, $1,000 at 25%	250.00	.....	.....
Depreciation Solid CO2 body, 1-ton, $1,000 at 20%	.....	200.00	.....
Depreciation mechanical unit and body, $2,000 at 20%	.....	.....	400.00
Interest on investment at 6%	300.00	180.00	270.00
Motor vehicle license	90.00	22.00	45.00
Tires on mileage basis	144.00	52.12	80.00
Gas, oil and grease on mileage basis	587.20	195.48	250.00
Solid CO2	.....	1,204.50	.....
Ice and salt	666.00	.....	.....
Gas, and oil and miscellaneous cost on mechanical unit	.....	.....	150.00
Labor—chauffeur	2,730.00	1,560.00	1,560.00
Insurance	180.00	95.19	120.00
Painting and lettering	110.00	45.00	45.00
Total	$6,057.20	$3,954.29	$3,420.00

Tire charges are computed as follows: Six solid tires on 3½-ton truck cost $356.55. Average cost of $.0178 per mile for 8,125 miles accounts for $144 charge. Four pneumatics on 1-ton truck cost $160. Average cost of $.008 per mile for 6500 miles totals $52.12. The six pneumatics on the 2½-tonner costing $240 is charged on the same basis as the 1-tonner, but totals with extra tires, $80.

Gas, oil and grease charges are developed on the same mileages as above and on the following rates: 3½-tonner—3 m.p.g. @ $.0723 per mile; 1-tonner—5 m.p.g. @ $.0301 per mile and 2½-tonner—$.0385 per mile.

Licenses: Connecticut rates.

Labor: On ice and salt truck, $6 per day for driver for 365 days and $3 for helper for 180 days; other two trucks, $6 per day for driver only for 260 days.

Repairs: While repairs have not been included on account of newness of replacement equipment indications point to higher repair costs on the brine equipment which would tend to still further increase difference in cost of operation between the types in favor of modern equipment.

Solid CO2: Computed at 7 cents per lb. including handling and shrinkage.

TRUCK refrigeration had a record year. In its brilliant 12-month dash around the circuit, outstripping everything else in the trucking field in engineering, acceptance and increased operating knowledge, it stands amazingly alone as the outstanding performer of the year.

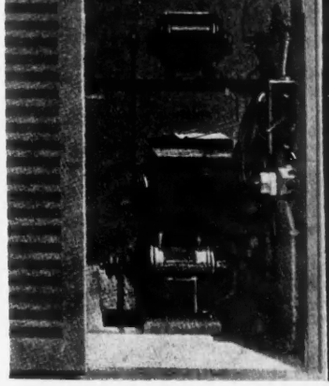
A quick summary of its glittering record reveals the reasons why refrigeration had a remarkable year: 50 booths of truck refrigeration exhibits at the annual dairy show; a goodly share of the discussions at the thirty-first annual convention of the International Association of Ice Cream Manufacturers; entry of many new and well-known manufacturers of equipment into the field; new additions to the various systems of refrigeration; new refrigerants and insulants; increased sources of refrigerant supply; efficiency and economy improvements in refrigeration, insulation and body design, and last but per-

BODIES THE OLD

Remarkable Progress During Past Year Includes Developments in Mechanical Systems, in Refrigerants and in Insulants. Cost Comparisons Favor the Modern Equipment

haps foremost, increased knowledge on operating costs.

While most operators, realizing the important relationship of cost accounting to profitable transportation, know the cost of operating their particular equipment, they can not know the cost of solid carbon dioxide equipment, for example, compared with ice and salt until both types are tried. The same is true of other vital questions such as the effect of the different systems on the merchandise; which offers customers the greatest service and the operators greatest advertising value? These questions a few years ago were problems, but not so today. Progressive operators are finding definite answers to these questions through actual experience. They



A power take-off driven Frigidaire unit in which a T&J vari-speed generator is employed together with a conventional generator and electric motor

Refrigerator Body Equipment Makers

g—generator.
i—insulant
r—refrigerant.
h—hardware.
m—mechanical system.
s—Fitz Gibbon & Crisp, Inc. (Ice-fin), Trenton, N. J.
i—Alfol Insulation Co., Chrysler Bldg., N. Y. C.
i—Armstrong Cork & Insulation Co., Lancaster, Pa.
i—Balsa Wood Co., Inc., Brooklyn
h—Body Equipment Co., Cincinnati
h—Cleveland Hardware Co., Cleveland, Ohio
r—Consolidated Soda Fountain Corp., Greenville, Mich.
m—Copeland Refrigeration Co., Detroit, Mich.
i—Cork Import Corpn., New York
r—Delaney Chemical Co., Phila., Pa.
r—Drylce Corp. of America, New York
i—Dry Zero Corp., Chicago
s—Fitz Gibbon & Crisp, Inc. (Ice-fin), Trenton, N. J.
m—Frigidaire Corp., Dayton, Ohio
r—Glacifer Systems, Inc. (Kold Kan), New York
h—Hanson, A. L., Mfg. Co., Chicago
i—Haskelite Mfg. Corp., Chicago
i—Helnig Body Shops, Chicago
m—Hercules Products, Inc., Servel Div., Evansville, Ind.
h—Illinois Stamping & Mfg. Co., Chicago
m—Kelvinator Corp., Detroit, Mich.
i—Met-L-Wood Corp., Chicago
i—Pantasote Co., Inc., New York
r—Shell Oil Co., St. Louis, Mo.
r—Solid Carbonic Co., Ltd., New York
g—Thompson & Jameson Corp., Chicago
m—Transport Refrigerating Engineers, Inc. (Kold Hold), Greenville, Mich.
i—United Cork Companies, Lyndhurst, N. J.
r—Waltham Systems, Inc., Buffalo, N. Y.
i—Wilson & Company, Inc., Chicago
i—Wood Conversion Co., Cloquet, Minn.
s—York Ice Machinery Corp., York, Pa.

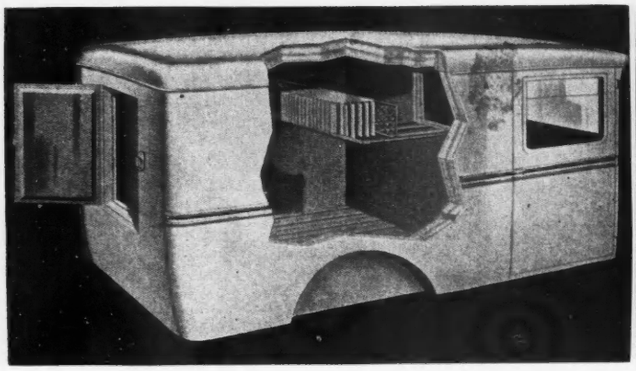
Refrigerator Body Builders

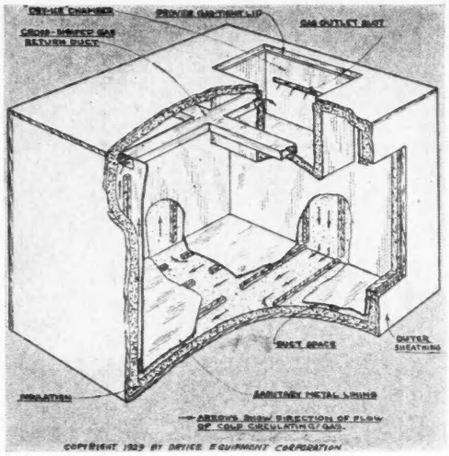
American Car & Foundry Co., New York City
Americ, P., Co., Inc., 318 Tenth Ave., N.Y.C.
Anheuser-Busch, Inc., St. Louis, Mo.
Auto Truck Equipment Co., Pittsburgh, Pa.
Batavia Body Co., Batavia, Ill.
Black, Adam, & Sons, Jersey City, N. J.
Butler Mfg. Co., Kansas City, Mo.
Caley & Nash, Inc., Rochester, N. Y.
Carter Equipment Co., Kansas City, Mo.
Chapman Carriage Factory, Jacksonville, Fla.
Christie, Alex., & Co., Seattle, Wash.
Cruse-Crawford Mfg. Co., Birmingham, Ala.
Dix Son & Co., Memphis, Tenn.
Erby, Wm., & Sons Co., Chicago, Ill.
F & S Body Co., Dallas, Texas
Finnesey, Halliday, Barry & Bailey, Inc., Phila., Pa.
Fitz Gibbon & Crisp, Trenton, N. J.
General Body & Paint Co., Fort Worth, Tex.
Giffel Mfg. & Sales Co., Terre Haute, Ind.
Gray, R. H., Body Co., Austin, Minn.
Hackney Bros. Body Co., Wilson, N. C.
Hercules Products, Inc., Evansville, Ind.
Hoffman Body Co., Cleveland, Ohio
Kentucky Wagon Mfg. Co., Louisville, Ky.
Klein Refrigerator Co., New York City
Kratzer Carriage Co., Des Moines, Iowa
Lange, H., Wagon Co., Pittsburgh, Pa.
LeBlond Schacht Truck Co., Cincinnati, Ohio
Liberty Auto Body Co., Brooklyn, N. Y.
Luce Mfg. Co., Lansing, Mich.
Maremont Mfg. Co., Chicago, Ill.
Mayer Body Corp., Pittsburgh, Pa.
Meyer Body Co., Buffalo, N. Y.
Miller, A. C., Co., Atlanta, Ga.
Miller, Jos., Co., Minneapolis, Minn.
Motor Vehicle Refrigeration, Ltd., Oakland, Calif.
Niederhut Carriage Co., Denver, Colo.
Oleson Commercial Body Works, Chicago, Ill.
Omaha Standard Body Works, Council Bluffs, Iowa
Pacific Car & Foundry Co., Seattle, Wash.
Perin-Walsh Co., Boston, Mass.
Plymouth Body Works, Inc., Plymouth, Ind.
Proctor-Keefe Body Co., Detroit, Mich.
Raum, J. C., & Sons, Baltimore, Md.
Reindl, Martin, & Sons, Brooklyn, N. Y.
Robbins & Burke, Inc., Cambridge, Mass.
Schaefer, Gustav, Co., Cleveland, Ohio
Schmidt, Chris., Detroit, Mich.
Shadbolt Mfg. Co., Brooklyn, N. Y.
Standard Steel Works, Kansas City, Mo.
Timpte Bros., Denver, Colo.
Truck Engineering Co., Fort Wayne, Ind.
Warnsman Truck Body Co., Cleveland, Ohio
Weiblit Body Co., Los Angeles, Cal.
Winter-Weiss Co., Denver, Colo.
Wood Bros., Oakland, Calif.
Yankee Motor Bodies Corp., Los Angeles, Calif.
York-Hoover Body Co., York, Pa.

Manufacturers listed as special body makers, page 33, should also be consulted.

Prospects

Ice cream makers, dairies, beverage vendors, frozen food distributors, packing and slaughter houses, cheese, poultry and egg dealers, fish merchants, florists, confectioners, perishable freight carriers, fruit and produce haulers.

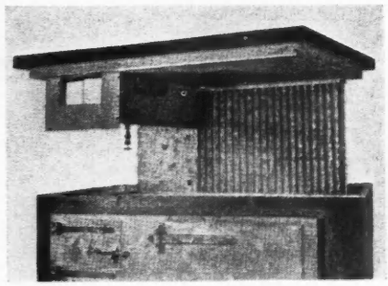




Left corner: Hercules sealed container system. Fins provide large heat absorbing surface. Vapors are carried off through a tube

Right corner: A de luxe CO_2 refrigerator body insulated with 5-in. Dry Zero and equipped with a 22-in empty can compartment in the rear.

Left: Cutaway of Dry Ice Corp.'s circulating system of refrigeration. Cold gas circulates around the body through ducts



Carbon dioxide is employed as a methol chloride gas condensing agent. CO_2 chills the gas for expansion in the coils. Used in York-Hoover bodies

are experimenting with all kinds of truck equipment offerings and are adjusting their organizations accordingly.

R. F. Worden & Sons, Inc., ice cream manufacturers of Waterbury, Conn., for example, after making a study of three different methods of refrigerated delivery, discovered the delivery expense could be cut 35 per cent by replacing ice and salt equipment with solid carbon dioxide and mechanical equipment. A gradual replacement of all the old equipment was the result. The decision was based on a comparative statement of costs drawn from the company's own records. This statement (Fig. 1), from which all variable factors have been eliminated, showed that CO_2 and mechanical unit delivery is 35 and 44 per cent, respectively, lower than ice and salt delivery.

The difference between CO_2 and mechanical unit cost revealed in this analysis must be accepted with some reservations. It varies directly with the availability and cost of CO_2. Obviously in sections where solid CO_2 is not readily available or where cost is excessive the mechanical unit will prove more economical. As a matter of fact keen competition and new manufacturing processes point toward materially lower prices in solid carbon dioxide and an increasing number of distributing points.

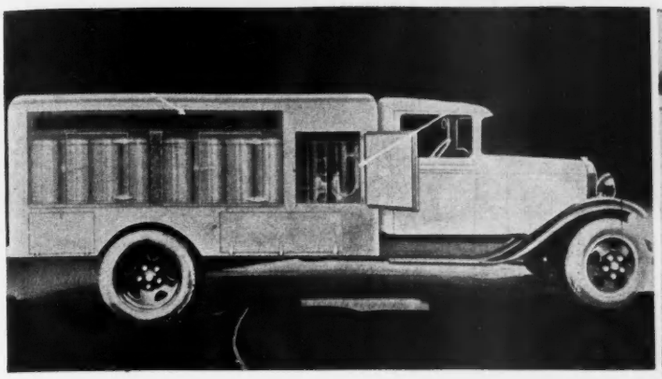
It is recognized that some operators may disagree with the manner in which the Worden figures are arrived at. But even so, and admitting, moreover, that the figures can not apply to all territories and operations, and that many of the items will vary according to conditions, they do indicate the value of comparisons, and, to the Worden company, they did indicate a very definite course of procedure—elimination of the salt and ice system of delivery.

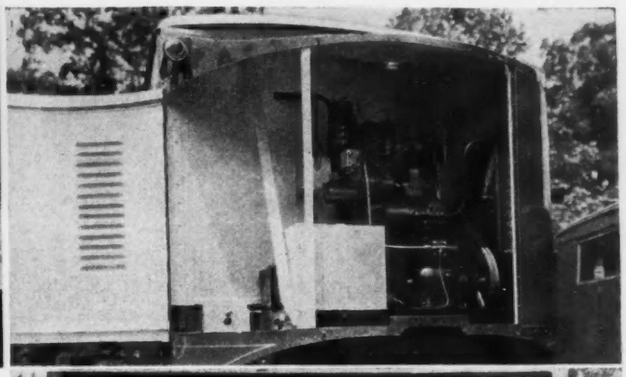
The figures also strengthen a recent statement by George M. Schmidt, of the Borden Co., which at the time many considered rather ambitious and revolutionary. Mr. Schmidt said, "The maximum yearly average automotive cost of the delivery of ice cream per gallon should not exceed five cents" (exclusive of the wages of drivers and helpers and the cost of refrigeration). Worden's cost per gallon on 50,000-gal. routes averages .0790 and .0681 cents for CO_2 and mechanical, respectively. This certainly indicates that Mr. Schmidt's five-cent goal is by no means extravagant and that with continued improvement in operation as well as design of equipment this average may be bettered.

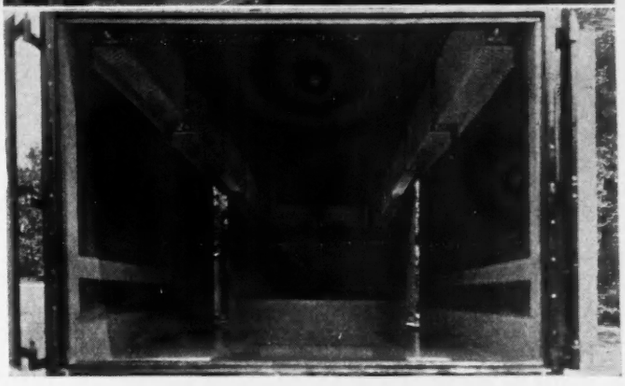
Besides revealing the dollars and cents differences between the three types of refrigerated delivery the Worden analysis enabled the company to arrive at other very valuable conclusions. Their experience indicated that a route requiring a 3½-ton truck for the ice and salt system could be served by a 1 to 1½-ton truck using CO_2, and a 2½-ton truck using mechanical equipment. It was also their experience that an ice and salt route with 50 to 60 stops required a helper for six months of the year while a solid CO_2 route could serve the same number of stops more easily without a helper, and that during the months between October and May only three trips per week were necessary with a CO_2 truck.

The cost figures and brief conclusions of this company are presented for two purposes: (1) to show in dollars and cents just how delivery expense can be reduced by using modern refrigerated truck equipment and (2) to show how, by comparisons between different types of equipment, data can be developed for helpful guidance in the selection of replacement equipment. Beyond this their usefulness ends. For, after all, not only are they illustrative of only one vocation but of only one operation in that vocation.

Selection of the most desirable type of self-contained refrigerator body from the standpoints of efficiency and economy is a problem modified by







Above: Hackney Bros. storage refrigerating system consists of a motor and compressor, which freezes a jelly compound in a compartment during night

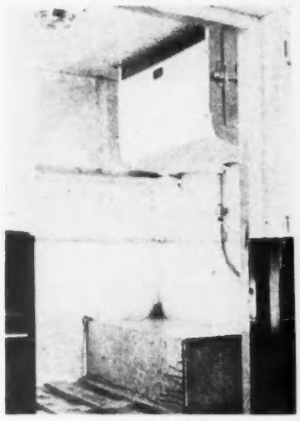
Right: Views of a mechanically refrigerated trailer consisting of a four-cylinder engine and a Servel compressor assembled by Fitz Gibbon & Crisp, Inc. Coils are arranged in sections around the top

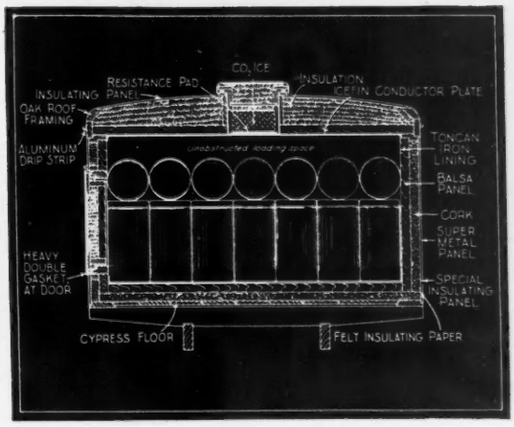
so many variables that no one solution can be found that will apply to all vocations and operations in the vocations. Length of routes; size, weight and character of commodity to be transported; temperature requirements; frequency at which doors to cold compartments are opened, are among some of the factors that affect to some extent the type of body used and the cost of transportation provided. There is a place for all types of equipment on the market today. Because one operator finds it impracticable to use a certain type does not imply that the type has no utility elsewhere. Worden, for example, found it profitable to abandon ice and salt equipment, but another ice-cream maker, smaller, perhaps, serving customers who do not have electric cabinets, or operating in a territory where CO_2 is not economical, etc., finds ice-salt equipment satisfactory.

There are five main methods of refrigerating a truck body:

1—Ice and salt (brine)
2—Solid carbon dioxide
  (a) sprinkling
  (b) open pans
  (c) sealed container
  (d) circulating
  (e) ice-fin
  (f) condensing
3—Mechanical units
  (a) gas engine driven generator
  (b) gas engine driven compressor
  (c) power take-off driven generator
  (d) power take-off driven compressor
  (e) truck engine driven generator
  (f) storage refrigeration
4—Liquid gas
5—Chemical cans

Of these, one method is entirely new (liquid gas), another has undergone a number of improvements (mechanical) and the remainder have been subjected to a number of refinements (solid carbon dioxide, ice and water and cold cans).





In the ice-fin system developed by Fitz Gibbon & Crisp, Inc., cooling is obtained by conduction. A highly conductive metal surface carries heat from the loading compartment to the stored CO_2. Resistance pads control temperature

A new fuel developed by the Shell Oil Co. and known as Petrogas is responsible for the addition of a new method to the already large list or refrigeration methods available. Petrogas when used in a refrigerator body first serves as a refrigerating agent and then as a fuel for the truck engine. Its application is simple (see diagram, page 52). A quantity of Petrogas is stored in tanks in liquid form under pressure. The fuel in liquid form travels to a pressure regulator, which reduces the pressure approximately five pounds as it enters a series of expansion coils in the body and where it evaporates into a gas, absorbing heat from the interior of the body in the process. The gasified fuel is then led to a low pressure regulator where pressure is reduced to the vacuum existing in the manifold, to the carburetor and consumed in the engine.

Mechanically refrigerated bodies are self-contained units powered by the truck engine or by an auxiliary engine while on the road and by ordinary house current when engaged. The three main advantages of this type are complete independence from outside sources of power, uniform body temperatures and economy. One of the first types of mechanical equipment offered was an independent gasoline engine driven generating plant, motor and compressor. This

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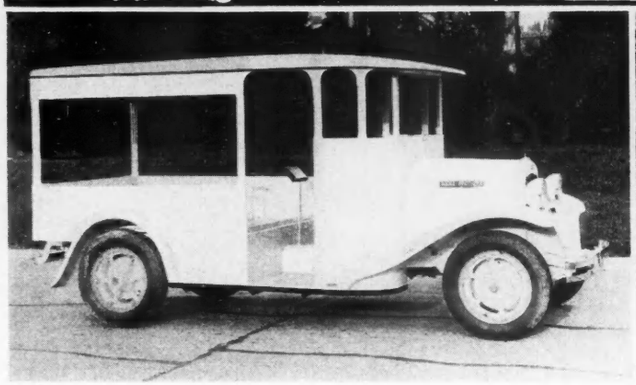


Dodge

Twin Coach Parcel

MULTI-STOP UNITS

Cost Experience Points Out Vast Superiority of House-to-House Vehicles

HORSES, horses, horses. . . . ." This devotional measure, set to dolorous music, is destined to be the stein song of the horsefly, the starling and the sparrow when they celebrate with reunions the anniversaries of the Grand Famine. Because of developments in the house-to-house truck delivery field, the steaming flank and swishing tail are on the way to becoming merely the sigh-provoking remembrances of the gorgeous days of plenty.

Exactly how Mother Nature will compensate the three stablemates for their loss is for naturalists to ponder. One thing is certain, however, the house-to-house delivery unit is too much an exponent of thrifty transportation and much too efficient for them to be rewarded with anything but fatigue if they should be so optimistic as to find allure in its exhaust.

That the house-to-house unit is efficient has been undeniably proved. The proof is in the acceptance of horseless delivery by large corporations, and the establishment by them of a program of gradual replacements. This is powerful evidence of merit and should silence even the most obdurate of skeptics when it is remembered that big business is not given to sentiment and does not act simply on factory statements. The decisions of these large corporations are those of dollars and cents and were made only after exhaustive tests of performance conducted by themselves for themselves.

The increasing number of gas, gas-electric and battery-electric house-to-house trucks being manufactured today, not to mention bodies, and the increasing amount of business being done by these companies is more proof, as all this can only mean that house-to-house operators are recognizing the efficiency of the specially built unit. Today is the day of time-saving, special-purpose machinery, and that in house-to-house delivery there is a great opportunity for the employment of such machinery is being experienced more and more by both the makers and users.

Operators, who have done some investigating and experimenting, have found that the specialized house-to-house truck has been the means of speeding up personnel organization, expanding the scope of their businesses and in the majority of instances of bettering distribution costs. An analysis of their experience, which sets forth eight distinct advantages and 25 reasons, is presented in the accompanying box.

While all the house-to-house units on the market today may possess various features of construction and operation peculiar to each, they are similar in certain fundamentals. They are designed to be used efficiently on

Manufacturers

DeKalb Wagon Company, DeKalb, Ill.
Divco-Detroit Corp., Detroit, Mich.
Dodge Brothers, Detroit, Mich.
Ford Motor Company, Dearborn, Mich.
Kenworth Motor Truck Co., Seattle, Wash.
Step-N-Drive Truck Corp. (Divco owned)
Thorne Motor Corp., Chicago, Ill.
Twin Coach Corp., Kent, Ohio
Walker Vehicle Company, Chicago, Ill.
Ward Motor Vehicle Co., Mt. Vernon, N.Y.
White Co., Cleveland, Ohio.
Manufacturers specializing in bodies for house-to-house delivery chassis include:
Baker-Raulang Co., Cleveland, Ohio.
Hackney Bros. Body Co., Wilson, N. C.

Prospects

Bakeries and Dairies, Department Stores for package delivery.
Manufacturers are also pointing out advantages of these units for: Cleaners, Florists, Laundries, Mail Carriers, News Routes.

Baker-Raulang Body

White

DUB DOBBIN A DUD

short or long mileage routes in level or hilly localities; they can be driven from either a standing or seated position; they are easily and quickly maneuvered; they have low floors, permitting drivers to step directly from curb to floor of truck, which together with wide doors speeds up deliveries and facilitates loading; and they are distinctive in appearance, thereby adding greatly to their advertising value.

The ideal present - day house-to-house vehicle first of all is dependable — milk, bread, frozen fruit, or whatever the merchandise or household service, must be delivered on time. The vehicle is easy to operate—in fact, just as easy as a horse is to drive. The driver is primarily a salesman and his vehicle a part of his sales equipment. Some routes have over 400 customer stops, consequently the vehicle is designed to perform efficiently in this highly frequent stopping and start-

Make	A		B		C	D		Sing. hse.& wag.		Team	
Vocation	Dairy		Bakery		Dairy	....		Dairy		Dairy	
Number of trucks	25		40		26	....		....		....	
Average age of trucks	....		21 mos.		6 to 15 mos.	....		....		....	
Daily mileage average	26.44		22.9		....	25		20		20	
Depreciation rate	20 per cent		10 per cent		....	Mileage		10 & 20 per cent		10 & 20 per cent	
	Cost per day	Cost per mile	Cost per day	Cost per mile	Cost per day	Cost per day	Cost per mile	Cost per day	Cost per mile	Cost per day	Cost per mile
FIXED COSTS:											
Taxes	$ .0698	$ .0026	$	$	..	$ .0877	$ .0035	$	$	$	$ ....
Insurance	.0904	.0034			..	.3562	.0143	.1089	.0055	.2178	.0109
Rent	....	....	.281	.0123	..	.2740	.0101	.2875	.0144	.5065	.0253
Depreciation	.6685	.0253	.427	.0187	..	.4625	.0185	.2164	.0108	.2958	.0148
Interest	.2000	.0075	.256	.0112	..	.1184	.0047	.0699	.0025	.0965	.0048
Total	1.0287	.0388	.964	.0422	..	1.2988	.0511	.6827	.0341	1.1166	.0558
VARIABLE COSTS:											
Gasoline or feed	.5080	.0192	.412	.0178	$ .47	.6500	.0260	.5400	.0270	1.0800	.0540
Oil	.0710	.0027	.020	.0009	.03	.0750	.0032	....	....	....	....
Tires	.1550	.0059	.080	.0035	.15	.1500	.0060	....	....	....	....
Repair labor, truck	.0822	.0031	.285	.0125	.16	.5000	.0200	....	....	....	....
Horse	....	....	....	....	..	....	....	.6575	.0329	1.3150	.0658
Wagon	....	....	....	....	..	....	....	.1644	.0084	.1644	.0084
Repair parts	....	....	.330	.0144	.04	....	....	....	....	....	....
Miscellaneous	....	....	.081	.0035	..	.1000	.0040	....	....	....	....
Spares, horse and wagons	....	....	....	....	..	....	....	.2056	.0103	.3711	.0185
Total	.8162	.0309	1.208	.0526	.85	1.3750	.0590	1.5774	.0789	2.0305	.1465
Grand Total	$1.8449	$ .0697	$2.172	$ .0948	..	$2.6738	$ .1101	$2.2591	$ .1130	$4.0471	$ .2023
Points per day	327	....	....	....	..	....	....	....	....	....	....
Cost per point	$ .0056	....	....	....	..	....	....	....	....	....	....
Stops per day	....	....	225	....	..	....	....	....	....	....	....
Cost per stop	....	....	$ .0097	....	..	....	....	....	....	....	....

Cost Analysis of House-to-House and Horse Equipment

Above: Fig. 1—Itemized cost analysis of four makes of house-to-house trucks and two combinations of horse-drawn equipment engaged in different vocations and varying operating conditions

Right: Fig. 2—Per day and per mile cost comparisons between single horse and team equipment and three different types of motor equipment on routes ranging from 10 to 30 miles

Miles per Day	10	15	20	25	30
Single horse and wagon:					
Cost per day	2.260	2.260	2.260	....	....
Cost per mile	.226	.150	.113	....	....
Team and Wagon					
Cost per day	4.082	4.082	4.082	4.082	4.082
Cost per mile	.408	.272	.204	.163	.133
House to House (A)					
Cost per day	1.338	1.493	1.647	1.802	1.956
Cost per mile	.134	.100	.082	.072	.065
House to House (B)					
Cost per day	1.490	1.753	2.012	2.279	2.438
Cost per mile	.149	.117	.106	.095	.081
House to House (D)					
Cost per day	1.503	1.893	2.283	2.673	3.063
Cost per mile	.150	.126	.114	.107	.102

Advantages of the House-to-House Unit

Why the house-to-house vehicle is slowly but surely replacing first, horse-drawn equipment; secondly, conventional trucks not built for frequent stop service:

1. Provides economical delivery
   - (a) lower operating cost
   - (b) lower maintenance cost
2. Develops more business
   - (a) larger territories
   - (b) more customers per route
3. Attracts capable drivers
   - (a) gives job more dignity
   - (b) drivers can make more money
   - (c) routes can be traveled faster
   - (d) more time for solicitations
4. Provides driver comfort
   - (a) easy riding
   - (b) winter protection
   - (c) reduces in-and-out fatigue
5. Saves time
   - (a) quick access to cases
   - (b) no climbing—low floor and wide doors
   - (c) short wheelbase and turning radius
   - (d) easy parking
6. Promotes safety
   - (a) reduces slipping hazard
   - (b) good visibility
   - (c) firm driving position
   - (d) handy controls
   - (e) easy maneuverability
7. Has customer appeal
   - (a) neat, clean appearance
   - (b) drivers can keep tidier
   - (c) no noise, dirt or oder
8. Advertising value
   - (a) gives character to business
   - (b) a traveling billboard

Above are two views of the Thorne Gas-Electric, the lower showing the controls

ing service. Bodies are designed to offer easy accessibility to load, as seconds are precious things to a busy driver-salesman and time saved can be utilized in increasing customers and deliveries.

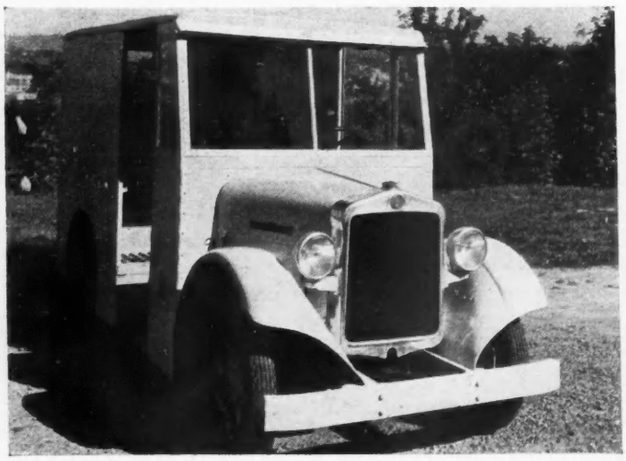
While road speed is important in getting to and leaving a route, it is not as important as time saved in handling the unit as well as the load, according to one well-known authority. This same authority states that numerous tests on routes up to 50 miles have proved that a speed between 15 and 22 m.p.h. (depending on length of route and other conditions) is the most efficient.

There have been arguments for the horse, but one by one they have been battered down. On two of the strongest arguments used against house-to-house units—that is, the intelligence and cheapness of Old Dobbin—backs are being turned as on so many whiffletrees. The argument of horse intelligence today is discounted by the almost automatic performance and easy load accessibility of the house-to-house unit. As for cheapness, the operating records speak for themselves.

While the accompanying cost figures (Fig. 1) are not of very great value as a comparison between operations they are very useful as a general index to the cost of operating house-to-house equipment. So many variable conditions enter into the house-to-house delivery field that striking a general average cost is a hard thing to do. For example, truck mileage in some cities (communities or even routes) averages a great deal less than that of other cities. Road conditions and grades differ. The number of stops will also vary—and, of course, the method of inspection and maintenance varies with the particular ideas and whims of the delivery or maintenance superintendent.

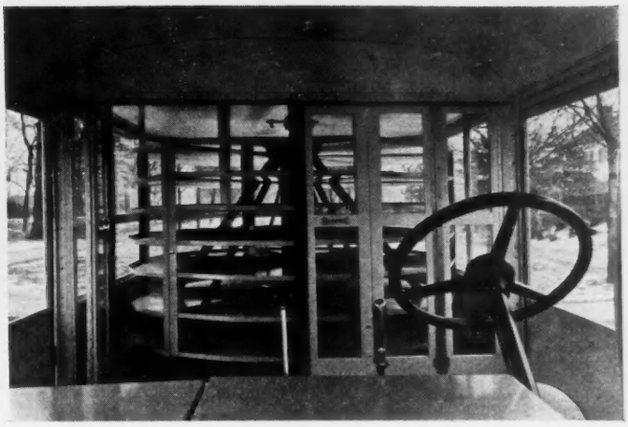
The names of the house-to-house trucks included in the compilation have been purposely substituted for symbols to prevent erroneous comparisons between makes. Such comparisons, obviously, would be unfair because vocations and operating conditions are not comparable. Furthermore, figures on trucks A, B and D are in a sense averages in a particular vocation, especially A, which covers 25 fleets in 25 different cities, therefore the figures are by no means the best obtainable. Depending on the operation total costs of individual operations may be more or less.

Costs are given on a per day and per mile basis. These are the most generally accepted methods, although



Left: Kenworth Model 85B turns in 20 ft.

Below: Ford 112-in. wheelbase Standrive



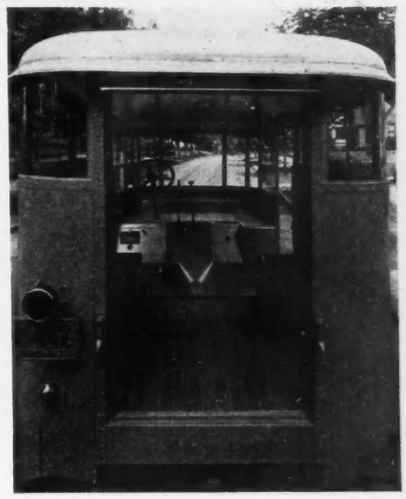
Walker Electric

in dairy operations the cost of delivering a standard unit is popular. This unit is known as a point and usually consists of one quart of milk, or its monetary equivalent in cream, butter or any other dairy product. By dividing the total number of points delivered per day into the average cost per day gives the cost per point delivered. This system of computing costs shows quickly the advantages of a specially designed frequent-stop vehicle over the conventional type of truck in house-to-house service or horse-drawn equipment. The costs in the analysis are divided into groups, fixed and variable. Labor for driver and helper is not included.

It is very interesting to note that the total per day cost in every instance except one is below that of horse-drawn equipment and that in every case the per mile cost is lower. The lower per mile cost in the exception is due to the higher average mileage covered by the truck. Single horse-drawn equipment rarely exceeds 20 miles per day.

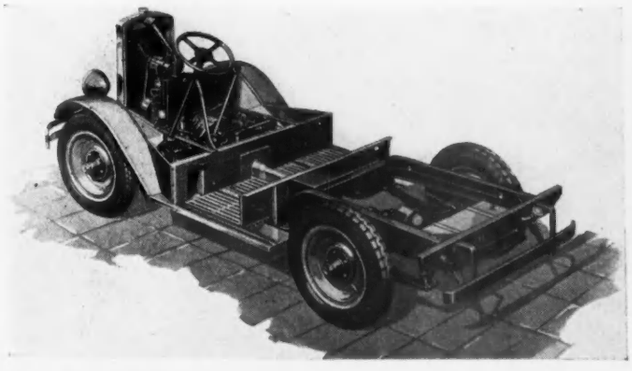
When studying these figures variations in the method of computing individual items of expense as well as large differences between same items should be considered, as they have a very significant bearing upon the totals. For example, depreciation on the A truck is based on a five-year life or 20 per cent, whereas the life of the B truck is estimated at ten years or 10 per cent. It so happens that the loads on the B truck, engaged in the bakery business, are exceedingly light and operating conditions very favorable. In case of milk delivery, where loads are heavier and conditions perhaps not so favorable, depreciation would be calculated on a five-year basis. Horse and wagon equipment is depreciated on a five and ten-year basis respectively. Another example, is the D truck, which carries expense on every item listed as well as a rather high fuel and repair expense.

The superiority of the house-to-house unit is definitely shown in the cost comparison analysis (Fig. 2) which shows the per day and per mile cost, according to size of route. In each case the truck shows its superiority. Figures are not carried for the single horse and wagon in the 25 and 30 mile groups for the reason that routes of these distances are outside the practical scope of single horse-drawn equipment. The per day cost for the horse-drawn equipment is the same in each division for the reason that the variable cost remains constant regardless of the length of the route.

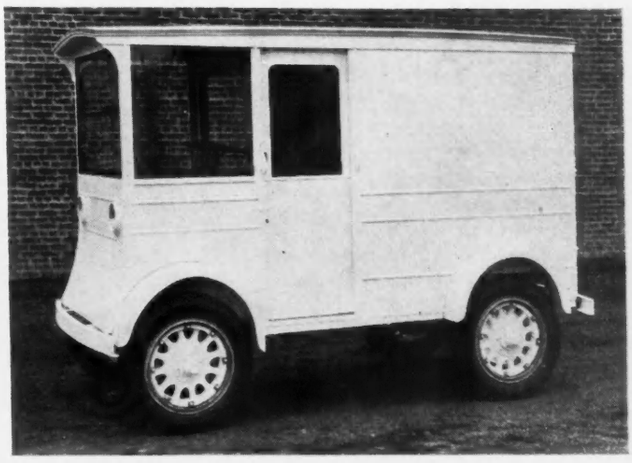


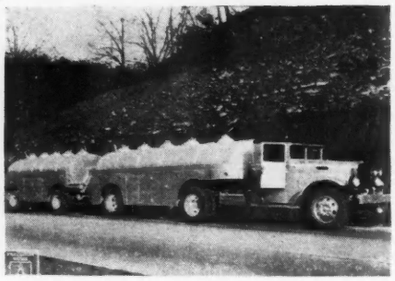
Top—Revolving rack in Twin Coach bakery unit. Above—Interior of Twin Coach dairy unit

Below: Model H Divco carries 50 qt. cases

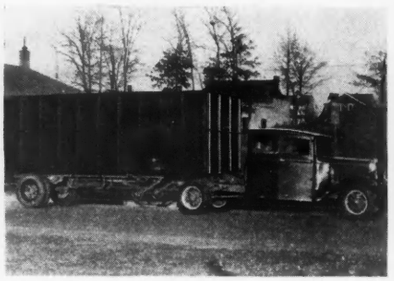


Right: Ward Electric drive delivery unit



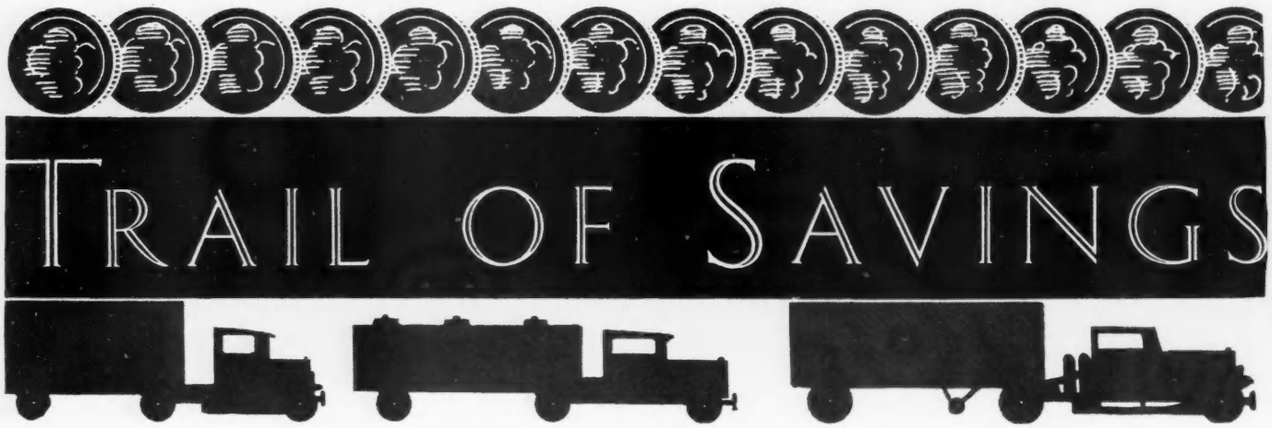


Aluminum tanks haul 5964 gal. of gasoline on Fruehauf semi and Trailmobile 4-wheel unit



Edwards' freight body of sheet steel with pressed steel stake on a four member steel frame

Rounded front large capacity van body on Trailmobile drop frame van trailer chassis



Decided Engineering Improvements Intensify the Scent for Thrifty Users and Provident Prospects

Manufacturers

B & J Trailer Co., Elkhart, Ind.
Detroit Trailer & Machine Co., Detroit.
Edwards Iron Works, South Bend, Ind.
Fruehauf Trailer Co., Detroit.
Fuhrman Trailer Co., Canton, Ohio
General Motors Truck Co., Pontiac, Mich.
Gramm Motors, Inc., Delphos, Ohio
Highway Trailer Co., Edgerton, Wis.
Hobbs Mfg. Co., Fort Worth, Texas
Kentucky Wagon Mfg. Co., Louisville, Ky.
Kingham Trailer Co., Inc., Louisville, Ky.
Lee Trailer & Body Co., Plymouth, Ind.
Mack Motors, Inc., New York.
Martin Rocking Fifth Wheel & Trailer Co., Westfield, Mass.
Mechanical Handling Systems, Detroit.
Nabors, W. C. Co., Mansfield, La.
New Comer Trailer Mfg. Co., Los Angeles.
Owensboro Mfg. Co., Owensboro, Ky.
Patriot Mfg. Co., Havelock, Neb.
Reo Motor Car Co., Lansing, Mich.
Schaefer, Gustav, Co., Cleveland.
Springfield Wagon & Trailer, Springfield, Mo.
Stoughton Co., Stoughton, Wis.
Trailer Co. of America, Cincinnati, Ohio.
Troy Trailer & Wagon Co., Troy, Ohio.
Truck Eng. Corp., Cleveland, Ohio.
Utility Trailer Mfg. Co., Los Angeles.
Wellman Eng. Co., Cleveland, Ohio.
Whitehead & Kales Co., River Rouge, Mich.

Prospects

For semi-trailers and four-wheel trailers: practically all vocations. Pole trailers: contractors, pipe lines, public utilities, riggers, saw mills, lumbermen. Low-bed trailers: general contractors, haulers, riggers, road builders, power shovel and crane operators, steel erectors.

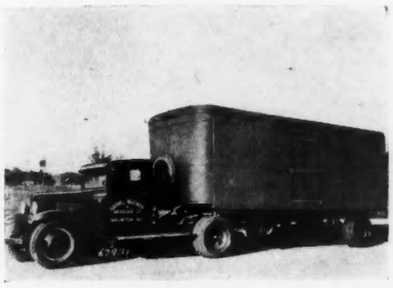
TRAILERS on the road follow along behind trucks, but that is the only place where they do any following whatsoever. Trailers are advancing, improving and multiplying at least as fast, in proportion, as other units in the motor transportation field, according to advocates of the trailer cause, who point to a rapid increase in number of trailers in use and advances in engineering to prove these modest claims.

Statistics prove the multiplying without a doubt. Figures from all but a few states show that total registrations of trailers increased 27 per cent for 1931, compared with 1930, the total for 1931 being 360,000, with several states estimated. This percentage may be a little too favorable to trailers because the number of states registering trailers separately from trucks has increased. However, trailers can spare several per cent and still have something to boast about when it is remembered that truck registrations decreased slightly during this period. Furthermore, estimates based upon best available data indicate that the number of trailers in use at the end of 1931 was approximately three times the number in 1927.

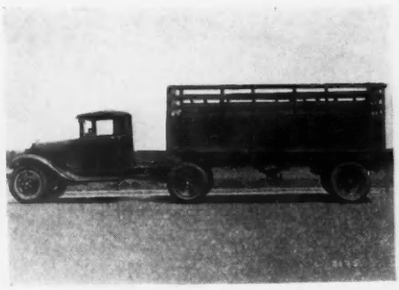
Whether engineering improvement

Kentucky semi-trailer which has gusset plates joining two side rails to give offset in frame

Stoughton van chassis embodies deep drop and low height frame of structural and pressed steel

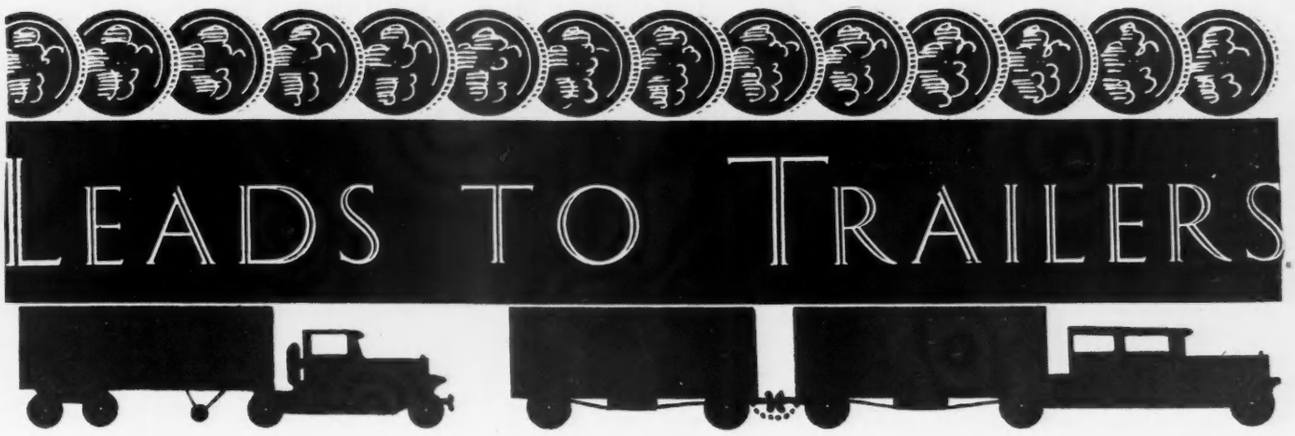


Kingham semi-trailer carrying ribbed all-steel van body with side door and round front end



Panel stake body and Highway semi-trailer drawn by popular priced 1½-ton truck tractor

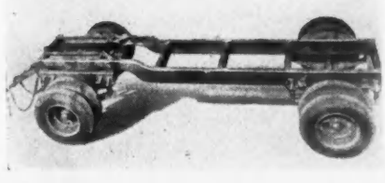
Bulk milk train with 1250 gal. stainless steel tanks on truck and 4-wheel Fruehauf trailers



brought about more widespread adoption of trailers or widespread adoption of trailers brought about engineering improvement is, like the "which-came-first, the - egg - or - the - hen" argument, unimportant. The fact is that improvement and growth are taking place at the same time. A six-wheeler, with a joint in the middle, or an "articulated six-wheeler," as the English term a tractor and semi-trailer unit, is easier to maneuver than four or six-wheel trucks of like capacity. In one operation, for example, the tractor and semi-trailer turn easily in a 22-ft. street, compared with 30 ft. required for a conventional truck. A department store with a basement loading platform reached by a freight elevator chose semi-trailers because, among other reasons, they could be backed around a right-angle turn between pillars in the room without the sawing back and forth which trucks required.

Legislative limits on wheel and axle loads promote the use of both semi and full trailers. Fourteen states permit one trailer, five allow a tractor and semi-trailer unit to tow one trailer, and four provide for two trailers. Other states do not specify the number of trailers, but establish gross weights for combinations and

New full trailer by Fruehauf reveals truck type frame and springs with helper springs



Trailmobile heavy duty model for tank service is equipped with extra axle and air brakes

Savings Effected by Adoption of Trailers*

Intercity Freight Service

Truck alone, 4-ton rating, carrying 4½ tons, cost $.033 per ton-mile.
Truck-tractor unit hauling semi-trailer, carrying 8 tons, cost $.021 per ton-mile.
Truck carrying load and pulling four-wheel trailer, total load 11½ tons, cost $.018 per ton-mile.
Savings with trailers amount to $1,389.32 per day for 40 units.

Shuttle Freight Service

One tractor and six semi-trailers do work which formerly required six trucks.
Cost of hauling by tractor and semi-trailers $.69 per ton.
Cost of hauling by trucks $1.11.
Savings with trailers are 42 cents per ton, totalling $7,560 per year.

Hauling Bulky Loads

Two tractors and three semi-trailers do work which would require three trucks.
Tractor-trailer units shown total cost, for fleet, of $24.88 per day. Trucks, estimated cost for fleet $34.71.
Savings with trailers $9.83 per day or $2,949 per year.

Heavier Trailer Load

Comparison of overloaded trailers operating over bad roads showed cost of $3.50 per ton for trailers carrying 4 tons against $2.35 for trailers with 6-ton loads.
Savings of $1.15 per day amount to $1,794 per year.

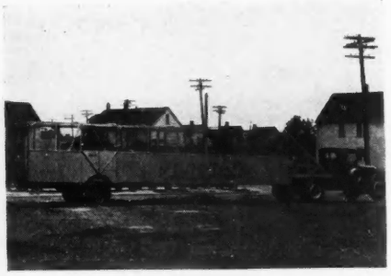
Distributing Cases of Bottles

One 2½-ton truck and two 5-ton semi-trailers handle same number of cases as two trucks. Cost per day for tractor and trailers amounts to $14.90, for two trucks $26.26.
Savings are $11.36 per day and $2,769 per year.

Short Haul

Hauling between plants of paper mill and to and from railroad stations is accomplished by one 2½-ton and one 5-ton tractor, three 4-ton stake body trailers and one 6½-ton dump body trailer. Four 5-ton trucks would be required to do same work.
Cost of operation of tractor and trailer fleet against estimated cost of truck fleet shows: trucks $1,151.54 per month, tractor and trailer fleet $796.12.
Savings of $355.42 per month equal $4,265.04 per year.

* Taken from Nielsen surveys.



Francis transport trailer for hauling new vehicles is supplied with steel and screen sides and tailgate which acts as a runway

trains which are favorable to trailers. Under these conditions the trailer possesses a value as a transportation cost reducer that is evident and easily calculated. Savings in typical operations of trailers are given in the accompanying box.

Emphasis placed on the trailer in the heavy-duty field for a time obscured its application in lighter service. Trailer manufacturers are overlooking no bets these days, and several recently either extended their light-duty lines or added lighter duty units to their heavy-duty lines. Tractor and semi-trailer units in this classification are rated to carry loads of from three to five tons, perhaps more, and their initial cost is less than the average four-wheel truck of equal load rating. Dealers in these units are not slow in stressing this advantage of low investment per unit of carrying capacity.

Engineers have made trailers stronger, lighter, cheaper and better adapted to varied service by making both major and minor changes and refinements. Engine vibrations, which cause passenger car owners some annoyance, are little love pats compared with the pounding of a semi-trailer coupling. All the drawbar pull of the truck-tractor is carried through the coupler and to this is added the surging between power unit and hammering from road vibration.

Two manufacturers, at least, have overcome the harmful effects by incorporating rubber cushions in their couplers, applying the same rubber-mounting idea used on transmissions, steering gears, drive lines and gasoline tanks of commercial vehicles, and lately in vogue for passenger car engines. Other manufacturers have refined their fifth-wheel couplers to give longer life to wearing parts and reduce the amount of play, or slack, at the king pin or point of attachment of semi-trailer to tractor frame.

Fifth wheels have been improved in other ways. Number of parts has been reduced; weight has been saved by simplified design and better distribution of metal; even manual couplers are made automatic in coupling and easier to uncouple, and lubrication is more certain.

Trailers add so much weight-carrying ability to a truck that little thought was given to weight of the trailer itself. The fact that a pound of chassis weight is a pound lost from load-carrying ability, discussed during the past few years in truck and body design, applies with equal force to trailer design.

Weight has been saved in trailers by several means, the first by refining trailer design. Pressed-steel frames, with shaped drops, were offered by several makers during the past year as being stronger and lighter than former designs made of structural shapes and plates. Conventional I-beams have been chosen with weight as well as strength in mind.

Weight saved in gasoline-tank semi-trailers represents a direct increase in load. An aluminum-frame semi-trailer to carry a 3000-gal. gasoline tank weighs only 4565 lb. complete. The tank itself forms its own frame in some new jobs, thus saving quite a bit of weight.

Resourceful engineers improved semi-trailer design and saved weight at the same time by providing outriggers riveted to the trailer frame or frame extensions to support the body, thus eliminating a lot of body sills. The idea of dividing load between a main and an auxiliary rear spring, popular on trucks because it lessens shocks on light and medium loads, has been carried over into trailers. Semi-elliptic springs above the main springs are seen in increasing numbers.

No trailer prospect has any doubt in his mind that trailers now have brakes, notwithstanding any previous brakeless condition. Dealers, salesmen, pamphlets and advertisements are carrying the brake message far and near. Trailers carry a big share of the load and must do their share of the stopping. Brakes are compulsory in some states, and the number of states acting on the subject is increasing. In any event brakes on a two-wheel semi-trailer give the vehicle a total of six brakes, two of which may be controlled independently, if desired.

Replacement axles equipped with brakes are now available for change-over of trailers not originally supplied with brakes. The brakes may be operated by mechanical hook-up, with or without vacuum booster, air or hydraulic system.

Electrically operated brakes are being used for both replacement and original equipment. They are readily connected or disconnected with coupling trailers, and independent control is easily arranged, in fact, is customary.

New Trucks Announced

Announcements of new trucks for which we could not provide in this issue the space necessary for a thorough description are as follows:

Diamond T Model 210, 1½-ton, listed at the new low record price of $595. (Engine—6 cylinders, 3⅜ x 4¼).

Dodge, Model G-43, 2-ton, listed at $795. (Engine—6 cylinders, 3¼ x 4⅜. See Specifications Table for further data).

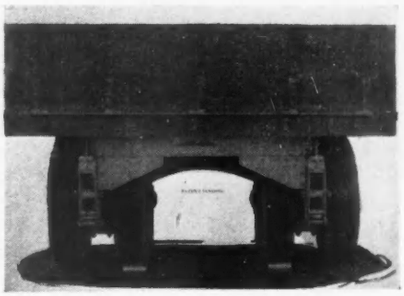
Indiana—Model 95, 2-ton, $1,095. Model 95-DR, 2½-ton, $1,275. Model 95SBT-150 and Model 95SW-75, six-wheelers. (For details see Specifications Table.)

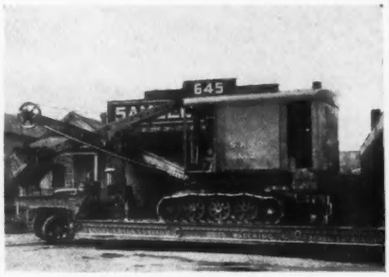
Marmon-Herrington, Model T-32, listed at $9,500. (Engine—6 cylinders, 5 x 6. See Specifications Table for further data).

Studebaker—1½-ton model on 141-in. wheelbase, at $695.

White—3 to 4-ton Model 618. Gross weight rating, 18,000 lb. Offered in five wheelbases. Engine, 3¾ x 4½-in. six

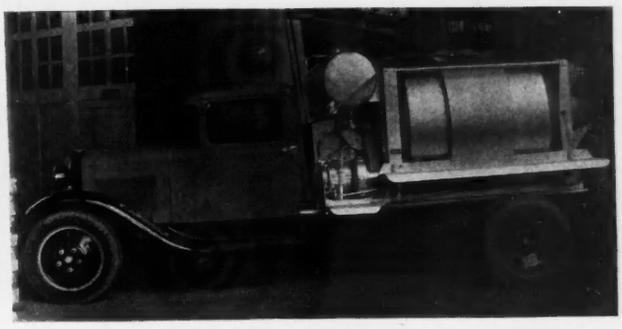
Fuhrman new twin axle trailer which carries pairs of rear wheels on short axles above and below which are semi-elliptic springs





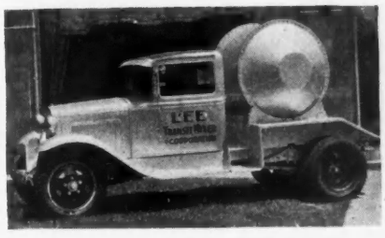
Fruehauf low-bed multi-wheel heavy duty machinery hauler with fifth wheel type front end and structural steel tow pole

The hoist elevating rear of this Chain Belt Co. Mixer permits discharge over longer distances



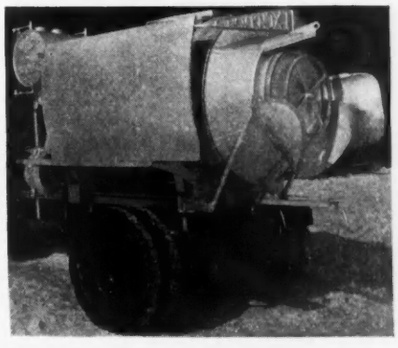
An independent powerplant operates this Jaeger concrete mixer. Water is carried in front tank

CONCRETE MIXERS ABSTRACT GREATER PROFITS FOR USERS



Agitator type Lee Transit Mixer operated from power take-off. Dump is by gravity. Body can be lifted off by crane if desired

Independent engine driven concrete mixer made by the Portland Concrete Machine Co.



Power take-off driven Blaw-Knox concrete mixer. Load is discharged by reversing rotation

WHILE application of the Darwinian law "survival of the fittest" to the rapidly changing picture of concrete mixing may perhaps be a little premature at this time, the fact remains that central-plant and truck-mixed concrete is pressing job-mixed concrete pretty hard for first place in methods of concrete making. Evidence of the power of the runner-up is seen in the strong backing accorded it by users, engineers, producers and makers of the equipment. Users have found it economical; engineers satisfactory, producers profitable and makers have made it increasingly efficient and cheaper in price.

A review of ready-mixed concrete accomplishments in 1931 should allay any feeling of over-optimism as to its actual progress. Here are some of the most significant:

1. Approval of the central-plant method in a committee report of the American Road Builders Association.
2. Operation at end of 1931 of close to 300 commercial and individual-contract ready-mixed concrete plants with an approximate total capacity of 10,000,000 cu. yd.
3. Notable increase in the use of the ready-mixed concrete method of constructing city streets and state highways.
4. Investigations of actual operations to determine definitely costs and profits.

While the increased number of plants and expanding markets for ready-mixed concrete indicates generally that commercial concrete production is profitable, cost figures now available prove the point specifically and unmistakably.

Manufacturers

American Truck Mixers Corp., San Francisco, Calif.
Anthony Co., Streator, Ill.
Avril Tru-Batch Concrete Co., Cincinnati, Ohio
Biehl Iron Works, Reading, Pa.
Chain Belt Co., Milwaukee, Wis.
Clinton Motors Corp., Reading, Pa.
Davis & Son, Winona, Minn.
Good Roads Machinery Co., Kennett Square, Pa.
Highway Truck Mixer Co., Columbus, Ohio
Jaeger Machine Company, Columbus, Ohio
Lee Transit Mixer Co., Indianapolis
National Steel Products Co., Kansas City, Mo.
Parke Concrete Carrier, Inc., New York City
Portland Concrete Machine Co., Chicago, Ill.
Standard Steel Works, North Kansas City, Mo.
Stepanian Truck Mixer Co., Columbus, Ohio
Transit Mixers, Inc., San Francisco, Calif.
Welbilt Body Co., Los Angeles, Calif.
Wentworth & Irwin, Portland, Ore.
Wood Hyd. Hoist & Body Co., Detroit

Prospects

Bricklaying Contractors (for mortar), Bridge Builders, Building Contractors, Building Material Dealers, Central Concrete Plants, General Contractors, Manufacturers having extensive plants, Municipalities, Road Builders, Sewer Builders, Stone Masons

A careful analysis of costs and prices of 20 different ready-mixed plants in 16 sections of 12 different states recently completed by the Chain Belt Co., Milwaukee, reveals some very interesting facts. Space does not permit a detailed outline of all the factors of each operation, but a summary will serve our purpose. It should be remembered, however, that the figures cannot be taken as a hard and fast basis for estimating operations in a given plant because of such variable factors as local conditions, depreciation, upkeep, interest charges, etc. They are, however, an excellent rough picture of profit possibilities.

A summary of the cost data shows that in 16 plants, eight producing crushed stone concrete and eight gravel, the average 1930 net selling price of 1:2:4 concrete is $7.60 per cu. yd. (1930 rather than 1931 material prices are used because they approximate normal prices). The

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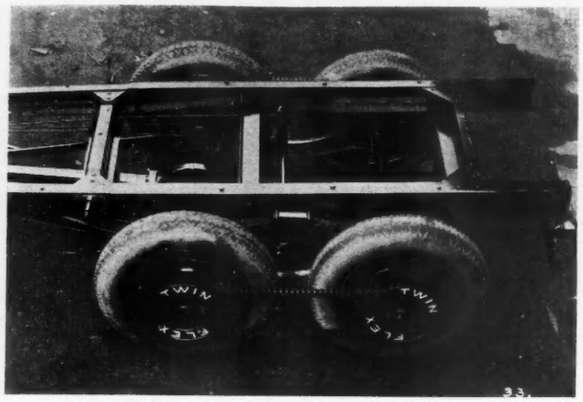
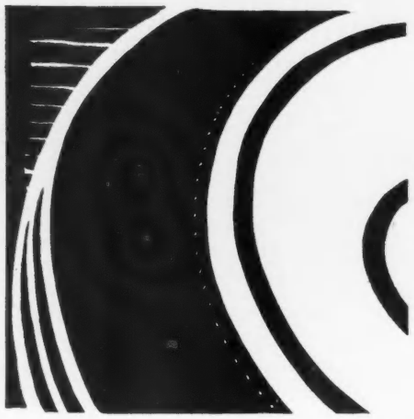


Twin-Flex includes inverted semi-elliptic springs, on frame extension, extra axle connected by torque arms and equipped with internal brakes; extra drive, if desired, by chain



THIRD AXLES HAIL

Welcome the General Trend to Thrift as a Made-to-Order Argument in Their Favor

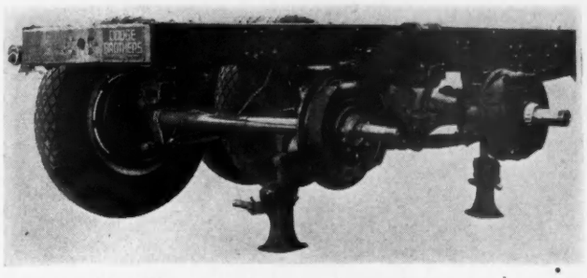
BARGAINS in tomatoes, bargains in potatoes, bargains in rent, bargains in wages—bargains in everything inspire Eddie Cantor to song, housewives to buying trips and business men to hopefulness.

Makers of third axle units for trucks proudly offer their wares as bargains in transportation. They use no "$2.98" price tags, but they point to lower first cost, decreased transportation costs, increased payload, easier riding, more tire contact area, larger load space and, in many instances, greater traction as advantages, and a growing list of owners as proof of their claims.

Like others who offer bargains they expect more business. Don F. Hastings, president, Twin-Flex Corp., Detroit, believes that "the future of the third axle equipment manufacturer is brighter than ever before," and A. P. Buquor, Martin-Parry Co., York, Pa., adds that "the truck with three axles will be sold at a greater volume during 1932 for the simple reason that economy is now an enforced measure and greater economy is being sought." G. A. Collender, sales manager, Six Wheels, Inc., observes: "It is interesting to note that prior to 1923 only four states gave favorable recognition to the six-wheel vehicle. Since 1923 the six-wheel movement has so increased that today there are 22 states favorable to this type of vehicle. We, therefore, feel assured that six-wheel transportation is here to stay." C. E. F. Ahlm, Continuous Torque Transmission Co., Cleveland, argues: "The initial cost of a light duty truck equipped with a six-wheel unit is from 50 to 60 per cent less than that of the same load-capacity four-wheel truck, with a proportionate decrease in interest charges and depreciation. The weight of the six-wheel outfit is from 15 to 25 per cent less and therefore has that much less dead weight on which to pay operating costs and taxes."

Cost of transportation usually can be cut by carrying larger unit or train loads, and this obvious statement is by no means restricted to motor truck transportation. Railroads use larger cars and more powerful locomotives, steamships grow in length and displacement until they tax pier facilities. Double deck buses are another example.

Motor freight transportation followed the same course with the same objective, reduced costs. Unit loads on trucks grew and grew until legislatures called a halt by setting a limit on the gross weight or axle loads of four-wheel trucks. This situation was a setup for extra axles and as favorable legislation was passed third axles came into use in larger and larger numbers.



The Maxi (Six Wheels, Inc.) is a self-contained unit with brake equipment matching chassis brakes, designed to meet specifications of truck into which it is to be incorporated. Inverted springs are attached to A-frames with ends universal-jointed to axles and pivoting on cross-tube. Front and rear radius rods connect point of A-frame with axle brackets forming a parallelogram

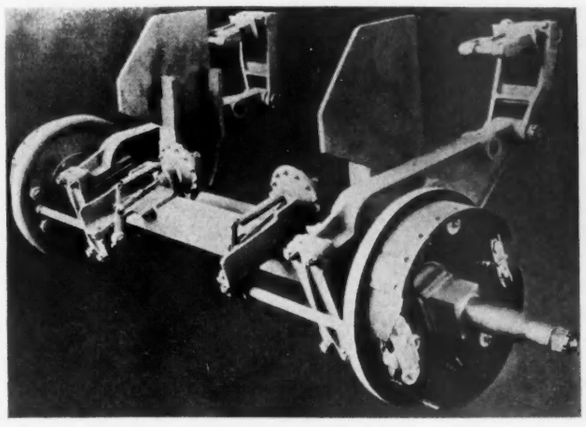
Manufacturers

Continuous Torque Transmission Co., Cleveland, Ohio.
Dual Duty Co., Alma, Mich.
Emerson-Brantingham Corp., Rockford, Ill.
F. & F. Six Wheel Co., Los Angeles, Calif.
Herman Body Co., St. Louis, Mo.
King Zeitler Co., Chicago, Ill.
Little Giant Products Co., Inc., Peoria, Ill.
Martin-Parry Corp., York, Pa.
P & H Multi-Wheeler Co., Rockford, Ill.
Rowe Mfg. Co., San Francisco, Calif.
Six Wheels, Inc., Los Angeles, Calif.
Swedish Crucible Steel Co., Detroit, Mich.
Truck Equipment, Inc., Buffalo, N. Y.
Trucktor Corp., Newark, N. J.
Twin-Flex Corp., Detroit, Mich.
Utility Trailer Mfg. Co., Los Angeles, Calif.
Warford Corp., New York City.

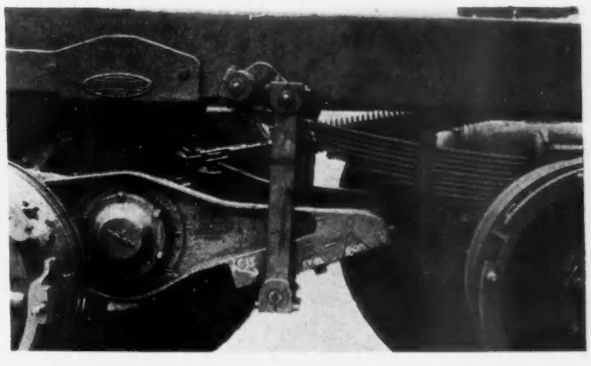
Prospects

All operators who have loads of two tons or more to transport.

ECONOMY PROGRAMS



This extra heavy-duty Utility unit embodies rocker beams pivoting on frame brackets with forward ends attached to rear ends of truck springs. Brakes are actuated by air cylinders



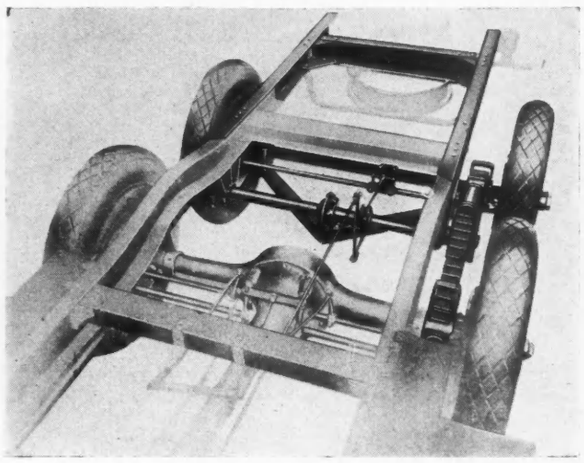
Truxmore (Truck Equipment) heavy-duty unit embodies the T-E gravity suspension, described in the December issue, page 43, and adjustable load distribution. It carries a square section third axle on rocker beams which are, in turn, carried on roller bearings on crankpins of the T-E suspension. Truck springs are used and rear ends connected to forward ends of rocker beams by links. Position of the lower end of the link is adjusted by a screw in the beam to give weight distribution of from 50 to 35 per cent on the third axle

Increase in gross weight of six-wheel vehicles permitted by legislation over that allowed four-wheel vehicles ranges from 6 to 16 thousand pounds in various states. Increased vehicle weight resulting from addition of an extra axle unit is relatively small and, therefore, most of the extra gross weight can be taken in payload.

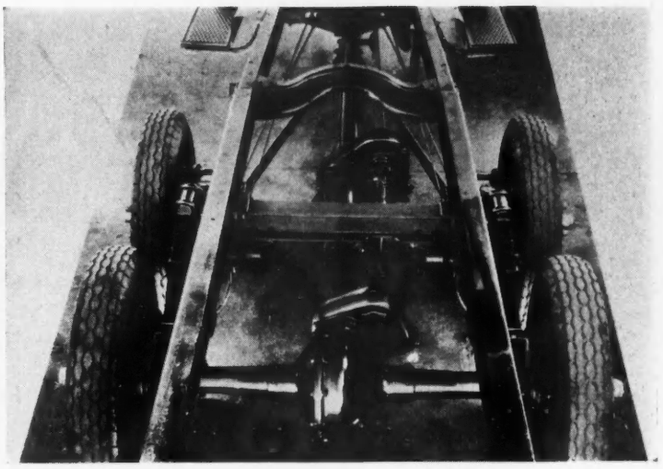
Really surprising are the hauling achievements of some of these heavy-duty trucks equipped with extra axles. Loads two and three times the nominal tonnage rating of trucks are being carried, day after day, in both short and long distance service. Lettuce is hauled 350 miles on one route in California in single loads of more than 250 crates; road builders speed up grading with 6 and 7-cu. yd. dump bodies; a large building material dealer now delivers as much concrete, ready mixed, in a load as could be made from a former load of dry aggregate. The extra weight of concrete mixing body and water in the concrete is carried on third axles, added to take care of the changeover from dry materials to mixed concrete.

Oil refiners and large dealers are generally recognized as keen transportation men, and when they applied extra axles to trucks for bulk distribution of gasoline, haulers in other fields literally sat up and took notice. Hauling of gasoline is a cold-blooded business proposition with costs determined accurately and figured to many decimal places. Weight of a gallon of gasoline is known and this multiplied by capacity of a tank and added to the tank's weight gives the load on the truck. Loads of predetermined quantity and weight are by no means common in other fields.

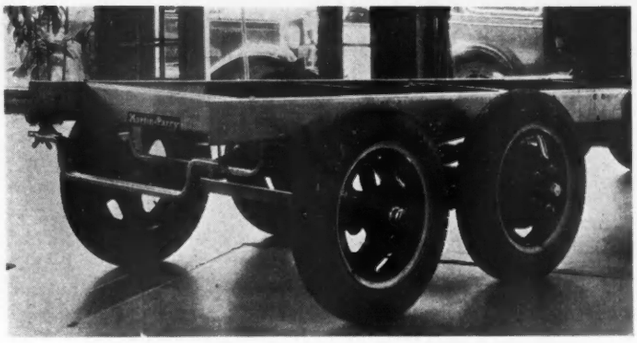
With accurate figures at hand, a transportation manager estimates the



Above—This HI-LO (Continuous Torque) unit has wishbone type torque member and sliding spring ends provide flexibility and assist rear wheels in tracking. Frame extension furnished, brakes supplied if desired



Above—Warford Sextette four-wheel-drive unit for Ford AA with gear clutch to engage or disengage power to third axle. Power is transmitted to third axle by spur gear driven offset propeller shaft. Frame extension and Bendix brakes on extra wheels are included



Martin-Parry for Ford AA, a dead trailer axle with inverted semi-elliptic springs, includes telescoping frame extension

cost and savings of a projected truck route with little guesswork. One manager is credited with a saving of $40,000 per year by substituting trucks for a roundabout double-transfer freight service.

The length of haul by truck which is profitable for refiners depends to a large degree upon the number of gallons which can be carried in one load. They were quick to take advantage of legislation favorable to six-wheeled vehicles and they added axles and multiple tires to both four-wheel trucks and full trailers.

Third axles are used in large numbers without the dominating motive of legislation but for the equally compelling reason of economy. Some states permit as large gross weights on four wheels as other states allow six-wheelers. Sixteen tons gross is quite a lot of machinery and load to move about the highway and many operators willingly made the investment in third axles to distribute the load carrying task over more axles, tires and brakes.

Even with loads well within legal limits, say perhaps 5 or 6 tons, in states permitting 30,000 lb. gross, operators are using extra axles with the evident aim of economy. One such operator increased payload on a truck from 4 tons to 6 tons by adding a third axle with single pneumatics to a four-wheeler equipped with dual rear tires. Another operator, running long, high-speed, intercity freight trips, is carrying 6 tons on a popular make of truck of 3-ton rating by adding a third axle.

Carrying twice as much payload brings the truck owner twice as much income per trip, that is, if the multiplication table is still effective. But, what about cost of operation? The whole argument in favor of third axles collapses like a cigarette-kissed toy balloon at a banquet unless costs of operation stay within bounds.

Comparing costs of operation of motor vehicles is frequently just as effective in settling arguments as a one-evening test of a bridge bidding system. But when the comparison is made between different vehicles in the same fleet, or the same vehicle before and after wheels are added, comparisons are, as one debater on the subject put it, "useful for comparison."

One owner settled the matter in his own mind when he compared the cost of operating a four-wheel truck with the cost of operating that same truck in the same service, carrying twice as much payload with the help of a third axle. The six-wheel vehicle cost 15 per cent more to operate and maintain than it did as a four-wheeler and the income was doubled.

Backed by success in the heavy-duty field, due in part of course to legislation, the third axle invaded the light-duty field offering to double the carrying capacity of popular 1½-ton trucks. Unfortunately, the light-duty field was one in which "angels fear to tread" without due preparation. It soon developed that jacking up a frame, sneaking an axle under and attaching it thereto haphazardly was an excellent way of getting into trouble. Weight refused to distribute itself in accord with the fond wishes of the axle builder and tires declined to follow in the footsteps, pardon—the tracks of their partners.

Changes were wrought quickly, of necessity. Engineers went to work upon the problems; stresses and strains were analyzed; designs were evolved; extra axle attachments ceased to look like obvious afterthoughts and assumed the dignity and responsibilities of third axle units.

Third axles in the light-duty field doubled capacity of trucks rated about 1½ tons and thereby put these units, with their component trucks in competition with 3-ton, four-wheel trucks.

Arguments on behalf of the extra axle truck are ably presented by a manufacturer of conventional four-

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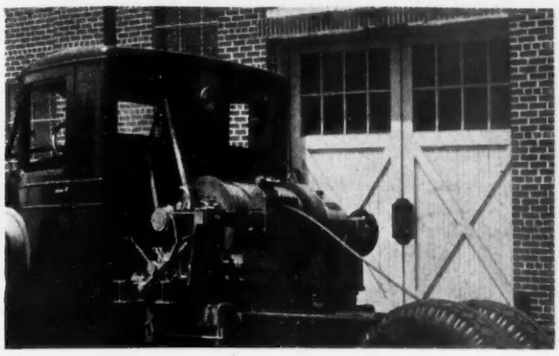
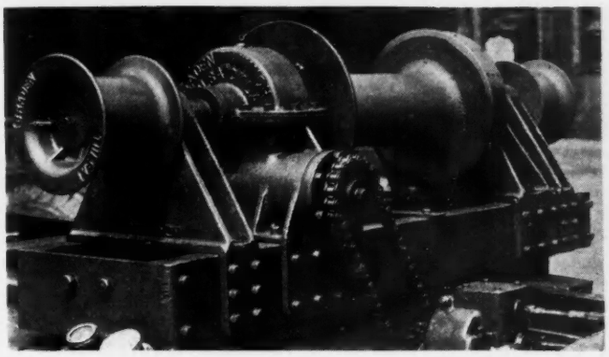


Silent Hoist drum winch equipped with a Pull-O-Meter and a Spool-er, which winds any size of cable on the drum in even layers



Braden drum and capstan winches mounted as a single unit. Capstans are on either end. Note take-off chain and sprocket connection

WINCHES ASSIST MANY OPERATORS IN PINCHES

WINCHES make and save thousands of operators many dollars each year by performing all manner of tugging jobs quicker, cheaper and easier than by manual means. In fact, winches do many jobs that are entirely outside the scope of human ability, thereby extending the services of truck operators to fields otherwise closed to them.

Winches are employed either as accessories in hauling, where they are frequently indispensable in lifting heavy objects off and on trucks, or outside the field of transportation, where the winch is one of several power units in a portable workshop. In the latter field the power furnished through a winch is put to an innumerable list of uses in construction and maintenance work. They are used in straight pulling jobs, in rigging up derricks, operating cranes, pulling cables, winding reels, etc.

There are two classes of winches—those that pull by winding a cable on a metal drum and those that accomplish the same thing by looping a rope around a revolving spool. The former is known as a drum, and provides a steady, even pull; the latter is termed a capstan, and varies speed and power of pull through friction.

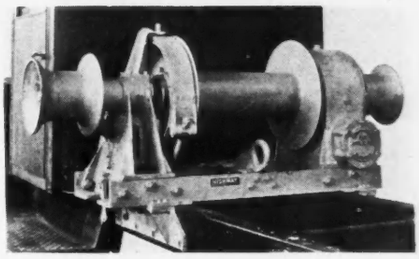
Winches of the drum type are spools on which flexible cable is wound evenly, just like a spool of sewing thread. One end of the cable is fastened to the winch and the other end to the object to be moved. As a strong pull at comparatively slow speed is desired on a winch line, low reduction worm drive must be furnished.

Manufacturers

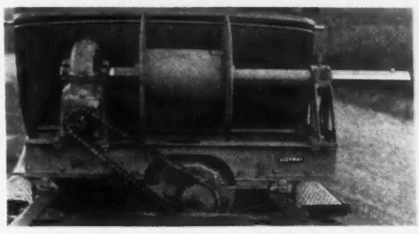
American Hoist & Derrick Co., St. Paul, Minn.
Auto Truck Steel Body Co., 3028 Carroll, Chicago
Batavia Metal Products Corp., Batavia, N. Y.
Bay City Foundry & Machine Co., Bay City, Mich.
Braden Steel & Winch Co., Tulsa, Okla.
Carter Mfg. Co., 1132 Kansas St., Memphis, Tenn.
Channon Corp., 223 W. Erie St., Chicago
Erie Hoist Co., 2000 Holland St., Erie, Pa.
Highway Trailer Co., Edgerton, Wis.
Hobbs Mfg. Co., 605 N. Main St., Fort Worth, Tex.
Kingham Trailer Co., Inc., Louisville, Ky.
Manley Mfg. Co., Bridgeport, Conn.
Mead-Morrison Mfg. Co., East Boston, Mass.
Muskogee Iron Works, Muskogee, Okla.
Round, D., & Sons, P. R. R. & Henry Rd., Cleveland
Schaefer, Gustav, Co., 4180 Lorain Ave., Cleveland
Silent Hoist, Winch & Crane Co., Brooklyn, N. Y.
Stimmel Winch & Machine Works, 518 W. 37th St., N. Y. C.
Utility Supply Co., Clintonville, Wis.
Western Iron & Foundry Co., Wichita, Kan.

Prospects

Riggers, House Movers, General Haulers, Auto Wreckers, Draymen, Public Utilities, Water Works, Contractors, Mining, Paving Contractors, Road Builders, Sewer Contractors, Mason Contractors, Piano Movers and Dealers, Furniture Movers, News Print Hauling, Nurserymen, Oil Pipe Lines, House Wreckers, Warehousemen, Bridge Builders, Fire Departments, Police Departments, Park Commissions, Boiler Makers, Well Drillers.



Highway oil field winch. Drum has 40,000 lb. pulling capacity and will hold 1400 ft. of ½-in. cable



Highway drum winch employing the Ford transmission with driver hanger directly under the winch

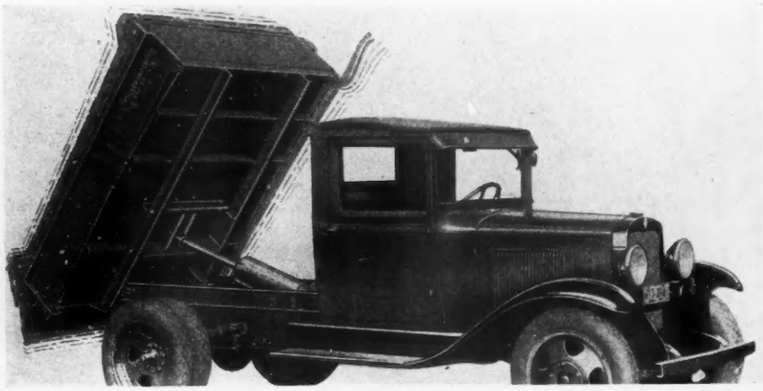
Capstans are smooth steel spools, which handle manila rope either for single line or with blocks or pulleys. In use, the capstan is revolved by engine power, and several turns of rope are wound around the center of the spool, with one end of the rope extending to the weight to be moved and the other end held by the operator. Tightening the coils around the capstan raises the load.

Controls for winches usually are carried forward to the cab. The engine clutch starts and stops the winch drum after the power take-off lever is shifted to "On" position. Reverse may be in the power take-off or in the winch drive. Capstans revolve all the time they are in use and do not require control for every lift.

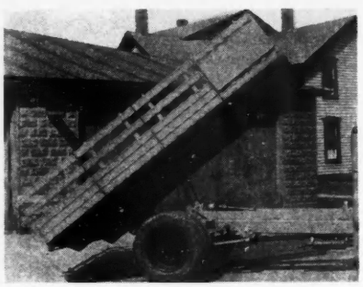
Winches are rated by length and diameter of cable they will hold, and the amount of pull they are designed to develop.

Winches today are furnished with two very helpful accessories, namely: a device for determining the actual pull of a winch in pounds and a device for winding any size cable evenly around a drum winch.

NEW HOISTS IMPROVE

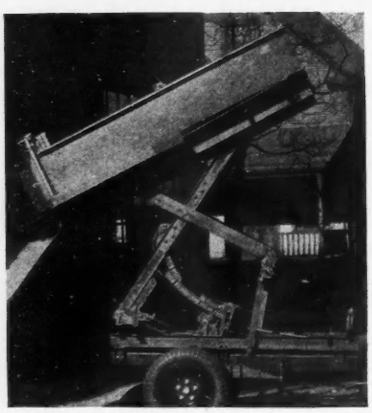


The Anthony Automatic Shaker dislodges clinging materials from body sides without rocking chassis. It is part of the hoist and operates at full dump



Heil two-cylinder hydraulic hoist under a large capacity stake panel dump body

Low loading height fully inclosed dump for dustless, odorless trash collection



Wood Hi-Lift mechanical hoist and body for chuting coal over long distances

Faster Operation and Clean Discharge Are Featured Developments

Manufacturers of Hoists & Dump Bodies

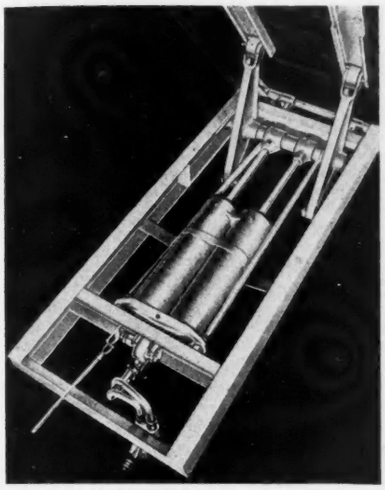
(H—Hoists, D—Dump Bodies, B—Both Hoists and Dump Bodies)

B—Anthony Co., Streator, Ill.
D—Auto Truck Equipment Co., Pittsburgh, Pa.
D—Auto Truck Steel Body Co., Chicago, Ill.
B—Best Body Corp., Coatesville, Pa.
B—Columbian Steel Tank Co., Kansas City, Mo.
B—Commercial Shearing & Stamping Co., Youngstown, Ohio
B—Detroit Trailer & Machine Co., Detroit
B—Differential Steel Car Co., Findlay, Ohio
D—Ditwiler Mfg. Co., Galion, Ohio
B—Eagle Truck Body & Mfg. Corp., Auburn, N. Y.
H—Fairbanks, Morse & Co., Beloit, Wis.
B—Fager Hydraulic Hoist & Body Co., Los Angeles
B—Fitz Gibbon & Crisp, Trenton, N. J.
B—Galion Allsteel Body Co., Galion, Ohio
B—Heil Co., Milwaukee, Wis.
D—Hercules Products, Inc., Evansville, Ind.
D—Highway Trailer Co., Edgerton, Wis.
B—Hockensmith Co., Penn, Pa.
B—Hughes-Keenan Co., Mansfield, Ohio
B—Jungerson Dump Body Co., Milwaukee, Wis.
D—Lee Trailer & Body Co., Plymouth, Ind.
B—Little Giant Products, Inc., Peoria, Ill.
B—Marion Steel Body Co., Marion Ohio
H—Marquette Tool & Mfg. Co., St. Paul, Minn.
D—Mayer Body Corp., Pittsburgh, Pa.
D—Metropolitan Body Co., Bridgeport, Conn.
B—National Steel Products Co., Kansas City, Mo.
H—O'Connor Machine Co., Sheffield, Pa.
B—Perfection Steel Body Co., Galion, Ohio
H—Rock Mfg. Co., Waterloo, N. Y.
B—Simplex Body & Mfg. Co., Conneautville, Pa.
B—Standard Steel Works, Kansas City, Mo.
B—St. Paul Hydraulic Hoist Co., St. Paul, Minn.
D—Superior Body Co., Marion, Ind.
B—Universal Hoist & Body Co., Everett, Mass.
H—Utility Trailer Mfg. Co., Los Angeles
D—Waterloo Bodies, Inc., Waterloo, N. Y.
B—Wood Hyd. Hoist & Body Co., Detroit, Mich.

Prospects

Municipalities, Contractors (road and building), Coal dealers, Cement dealers, House wreckers, Lumber dealers, Asphalt dealers, Brick mfg., Masons, Suppliers (building materials), Landscape gardeners, Manufacturers (raw and waste materials), Mines, Railways, Tile Dealers, Collectors (refuse and trash), Utilities.

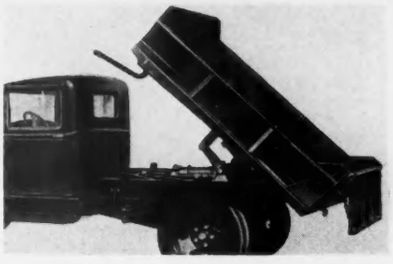
DUMPING EFFICIENCY



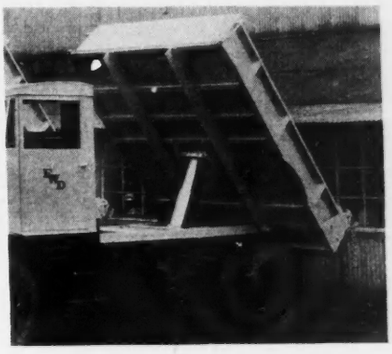
Pistons of Trenton hoist push against a sliding cross-shaft that serves as fulcrum

St. Paul slow-fast hydraulic hoist under a 14-yd. aluminum dump body for coke

Wood single piston heavy-duty hoist and low side dump at maximum tipping point



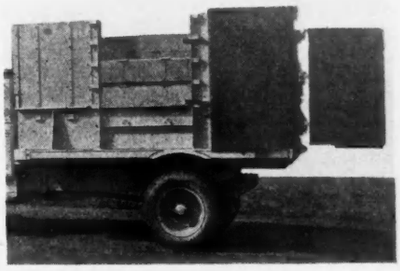
Perfection 1½-ton hydraulic "Cushion Drop" hoist drops body fast without slamming



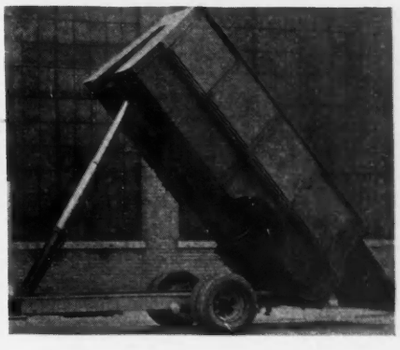
Commercial Shearing 3-way dump body. Piston telescopes and inclines three ways

Commercial Shearing & Stamping hopper type coal body with removable extension

Wood refuse high lift body under a direct lift, telescoping front-end hoist



Heil 4-yd. dump with 40-in extension sides and hinged strips for side doors



Rodenhausen coal body and high lift hydraulic hoist in high position

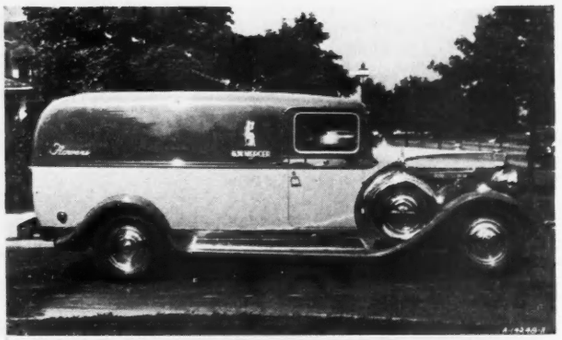
Best either side discharging dump body has reversing gear with automatic stop

DUMPING has graduated. Loads are no longer just slid off the chassis with the uncertainty of a couple of youngsters gathering splinters from an outside cellar door—they are scientifically discharged. Bodies and hoists are designed in a way that will make Old Man Gravity do his best when pulling a load to the ground. Whatever the material, be it dry, wet, sticky, odorous or what not, there is dumping equipment available today suitable for it. During the year considerable attention has been given clean discharge of material, speed in discharge and maximum pay-load capacity. The slow-fast principle of lift is a notable example. By means of variable leverage greatest push at slow speed is exerted against the load as lift starts, but as the load is raised and more and more weight is thrown on the hinges, less push at greater speed is applied. The characteristics of different materials handled in dump work have also come in for a good share of attention as indicated by the various maximum tipping angles, intermediate stops at any point in the lifting range, smooth body sides and body shakers. The shakers, which function automatically only when the body is at full tipped position, eliminates that brutal and costly forward-reverse-forward truck rocking practice so universally practiced.

VOCATIONAL BODIES

Safety and comfort, not expense, are the elements concerned in the transportation of thoroughbreds. These monarchs of the turf travel from track to track in van-limousines, regal in appearance and in interior appointments. This special pullman van is mounted on a Diamond T chassis having a kick-up frame to give low floor height

Special delivery bodies designed in imitation of the merchandise handled bring their owners a wealth of inexpensive and effective advertising. The novelty of such bodies attracts and holds attention. Many distributors of nationally advertised products capitalize that advertising locally in this manner. This job imitates the well-known G.E. monitor top



Retail shops, catering to selective classes, or desiring to reflect the high grade character of their businesses generally, are users of de luxe bodies. Jobs of this character must have graceful curves and lines, nobby hardware, beveled plate glass and harmonious coloring to get the effect of swank and luxury

Necessity, we have been told, is the mother of invention. But in this case economy in the guise of necessity has been the mother of innovation. This job owned by the Gettysburg National Park Commission performs a dual purpose. It is at once a truck for park utility service and a passenger conveyance for sight-seeing

The way to the pocketbook is through the appetite is the firm conviction of the operator of this truck, who makes jellies and preserves. The truck is a panel used in delivery, but has built into it a display case so all who take the trouble to look may see how complete Kerr's line of sweets really is

THERE is a commonplace saying that for every man there is a woman somewhere in this world. Whether this is a biological fact or a biological fallacy you can argue with your bachelor friends. The argument here is that no matter if it is true or not in the case of man, it is true in the case of vocations and truck bodies.

For every vocation there is a special type of body that meets its requirements to a "T." Without such a body the user is not getting the full benefit of his truck transportation. It is not as economical as it might be. So it is up to the truck salesman to see that his customer is made familiar with the type of body best suited to his vocational needs. And naturally it is to the customer's advantage to see that the body he purchases is one built for his business.

Standard bodies have been developed for numerous vocations. They meet the average vocational requirement. But there is always a business to be found which needs something special in the way of design. The fact that the truck industry is prepared to satisfy this need and thereby effect economical and efficient transportation, is one of the chief reasons for its remarkable success and a certain indication of its future growth.

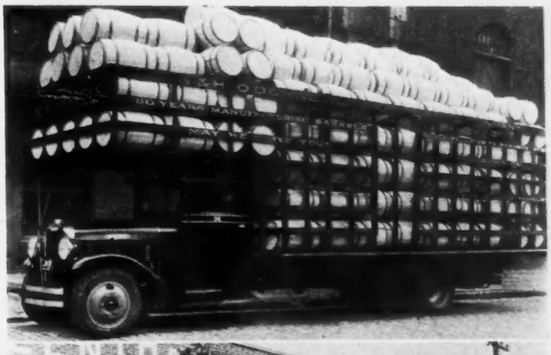
In the pages allotted here to vocational bodies it is not possible to picture all the available types. Therefore a select group has been chosen to convey an idea of what has been done and what can be done in the way of vocationalizing bodies.

BOOST TRUCK VALUE

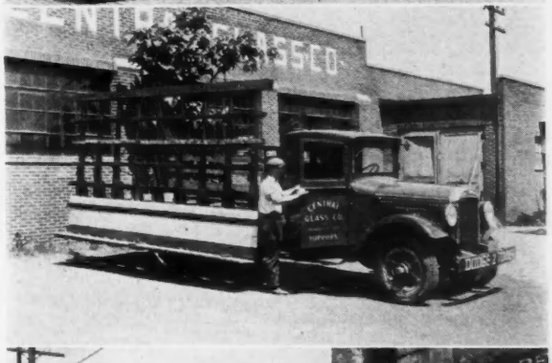
Most lumber bodies are equipped with rollers. They facilitate unloading. But therein their similarity ceases. Rollers are employed on flat and inclined platform bodies; they may rotate idly or be controlled by a crank and ratchet; or as illustrated, may be used to roll the entire body back until tipped by the weight of the load

Cleanliness and freshness are prerequisites of successful baking enterprises. Advertising has made the public conscious of both elements, and bakers to maintain the standard they have set must employ delivery equipment that provides speedy as well as clean delivery. As a result baker bodies must be insulated, dust-proof and attractive

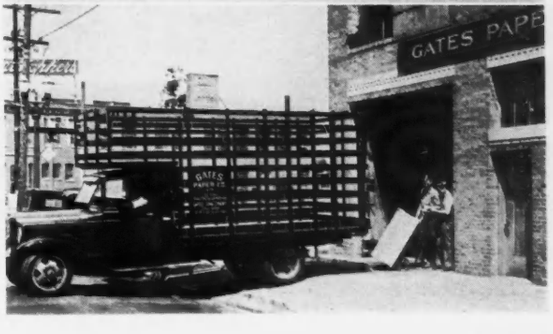
Turn to Page 37 for Additional Descriptions



Space, not weight, is the problem of haulers of light, bulky material. Although varying in design to meet specific commodity sizes and shapes, bodies designed for this service have the common characteristic of large loading space. A wool-rack extending over cab and hood, makes good use of every bit of available space in the job illustrated



Large plate glass is probably one of the most awkward items of merchandise the truck is called upon to transport. It does the job satisfactorily, however, by hauling it vertically in a rack on the side of the truck as shown, vertically inside the body or flat on removable racks placed on express-type bodies. Vertical types are easier to maneuver



Paper boxes, like cream puffs, need a bunch of space for their weight when packed for shipment. A light truck loaded with paper boxes looks like a heavy-duty job. Economical transportation of bulky materials require high rack bodies to assure the carriage of maximum payload

Manufacturers

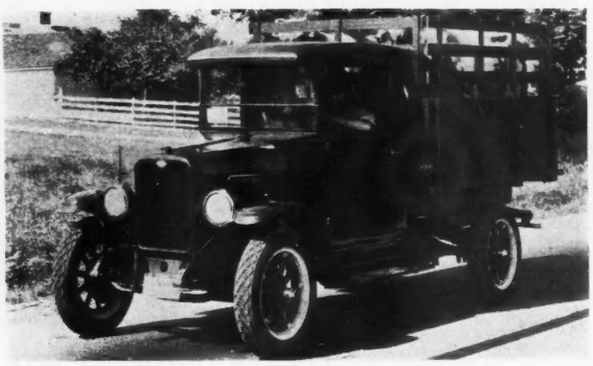
In almost every town of any size there is a body builder that can supply most of the special bodies described here. Physical limitations make it impossible to list the names of all such body builders. But below is a list of most of the larger companies located in the larger cities.

American Armor Corp., New York City
American Body Co., Dallas, Texas
American Car & Foundry Co., New York City
American Truck & Body Co., Martinsville, Va.
Anheuser-Busch, Inc., St. Louis, Mo.
Atlas Body Works, Bridgeport, Conn.
Auto Truck Equipment Co., Pittsburgh, Pa.
Batavia Body Co., Batavia, Ill.
Bender Body Co., Cleveland, Ohio
Born, Herman & Sons, Baltimore, Md.
Buffalo Commercial Body Co., Buffalo, N. Y.
Chandler Body Co., Shreveport, La.
Charlotte Wagon & Auto Co., Charlotte, N. C.
Clark, J. L. Mfg. Co., Oshkosh, Wis.
Clippinger, A. B., Mfg. Co., Kansas City, Kansas
Crawford Auto Shop, Birmingham, Ala.
Davenport Body Co., Davenport, Iowa
Defiance Co., Defiance, Ohio
DeKalb Wagon Co., DeKalb, Ill.
Dix Son & Co., Memphis, Tenn.
Expando Co., Chicago, Ill.
F & S Body Co., Dallas, Texas
Finnessey, Holliday, Barry & Bailey, Phila., Pa.
Fitz Gibbon & Crisp, Trenton, N. J.
Fitzjohn Mfg. Co., Muskegon, Mich.
Fremont Metal Body Co., Fremont, Ohio
General Body & Paint Co., Fort Worth, Texas
Guedelhoefer, John, Wagon Co., Indianapolis, Ind.
Heil Co., Milwaukee, Wis.
Hercules Products, Inc., Evansville, Ind.
Interboro Hoist & Body Corp., Long Island City, N. Y.
Izett Auto Body Co., Denver, Colo.
Kaiser & Co., Philadelphia, Pa.
Kentucky Wagon Mfg. Co., Louisville, Ky.
Kratzer Carriage Co., Des Moines, Iowa
Luce Mfg. Co., Lansing, Mich.
Martin Parry Corp., York, Pa.
Meyer Body Co., Buffalo, N. Y.
Mid-City Auto Body & Wagon Wks., Chicago
Mifflinburg Body Co., Mifflinburg, Pa.
National Steel Products Co., Kansas City, Mo.
Ohio Truck Body & Wagon Co., Cleveland
Plymouth Body Works, Plymouth, Ind.
Proehl Body Corp., Chicago, Ill.
Providence Body Co., Providence, R. I.
Roeder Mfg. Co., Brooklyn, N. Y.
Schaefer, Gustav, Co., Cleveland, Ohio
Schurmeier-Whitney Co., Minneapolis, Minn.
Standard Steel Works, Kansas City, Mo.
Steffen Body Co., Sioux City, Iowa
Stoughton Co., Stoughton, Wis.
Superior Body Co., Lima, Ohio
Truck Equipment Co., Buffalo, N. Y.
Twin Coach Corp., Kent, Ohio
Wayne Works, Richmond, Ind.
Weatherproof Body Corp., Corunna, Mich.
Weidmech Steel Products Co., Hattiesburg, Miss.
Welbilt Body Co., Los Angeles, Calif.
Wentworth & Irwin, Portland, Ore.
Wood Hydraulic Hoist & Body Co., Detroit
Yankee Motor Bodies Corp., Los Angeles
York-Hoover Body Corp., York, Pa.

FARM BODIES SOW

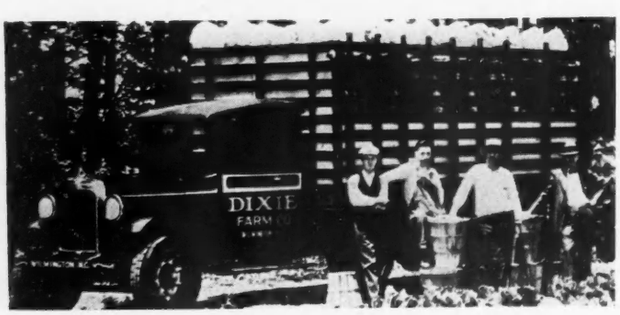
Equipment Built Especially for Produce and Livestock Hauling Clips Cost of Food

One of the many jobs trucks on the farm are required to fulfill. This truck is used by an Ohio farmer for spraying potatoes. Body consists of tank, engine and piping



Light convertible farm body carrying two head of cattle to the market. Sides, front and rear are readily dismantled for conversion into several different body types

Hogs are carried in double-deck front and cattle in single-deck rear. Partitions and decks are removable. Ramps for loading and unloading are carried on the right side



Some farm produce is relatively light and requires bodies of large bulk capacity if the truck is to carry a capacity load. Bodies for this purpose are high racks

AS a truck and truck equipment user agriculture with its 6,350,000 farms has been much like a slumbering giant during the last 12 years. It now appears, however, that this giant is in line for a rude and quick awakening. The farmer as a class is at last getting wise—he is learning of the economies of motor transportation and the advantages of mechanical power over stock power in production. In the last decade trucks on farms increased from 125,000 to 600,000. And there is room for two and one-half million more.

In some sections farmers have been slow in becoming converted to the use of the truck, but in other sections farmers have gone to trucks like robins to worms. Nationally the agricultural situation presents the very encouraging prospect of a motorization movement that is gaining momentum. Let's look at the facts.

U. S. Census reports show us that only 2 per cent of the farmers of the United States owned trucks in 1920 and that in 1930 this average rose to 10 per cent. In 1931 the Department of Agriculture reports in the State of New York 50 per cent of the farmers owned trucks—one truck for every two farms. While New York is an ideal state, having an excellent system of roads and many local markets, the 50 per cent record is nevertheless significant. It proves the economy and efficiency of the truck in agriculture and certainly indicates that the estimated market of 3,186,000 trucks in agriculture is not far-fetched.

While these records are remarkable, the 1931 accomplishment of livestock haulers (an important division of agriculture) is nothing short of sensa-

TURN TO PAGE 36, PLEASE

SEEDS OF ECONOMY

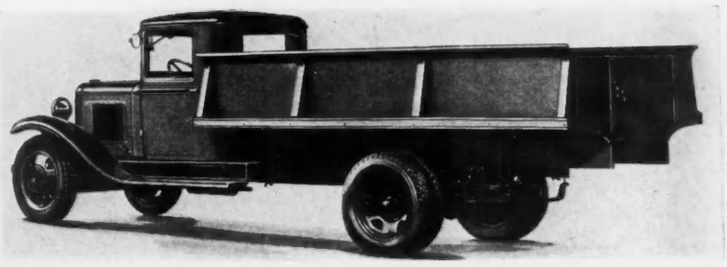
Manufacturers

The body builders listed on page 32 are only a few of the many equipped to furnish equipment for the carriage of livestock. Most truck manufacturers, aware of the growing needs of this field, also are prepared to furnish rack bodies.

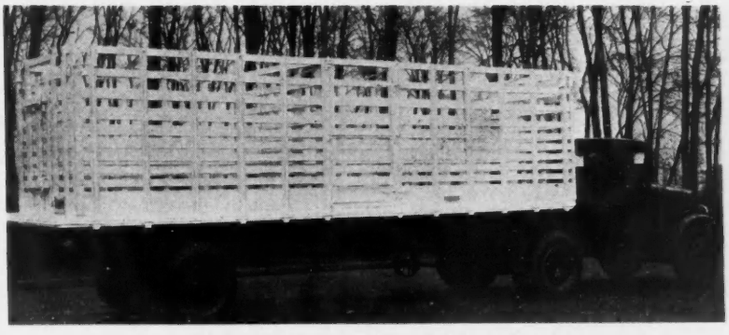
Manufacturers of trailers, refrigerated bodies and extra axles are also providers of equipment which promote economical and efficient farm use of motor trucks. See pages 14, 22 and 26 for lists.

Prospects

6,350,000 stock farmers.
Independent livestock haulers.
Farmer cooperatives.
Slaughter houses.
Farm produce jobbers.
Independent produce jobbers.
Canneries.

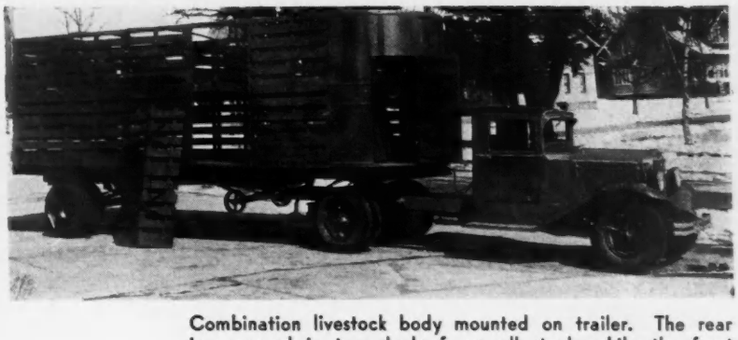


Farm bodies are called upon to perform in a multitude of services in actual production on the farm, hauling supplies from trading centers and shipping products to the markets. This job, for utility service, is a 1½-ton steel body



Shipment of two or three different kinds of livestock in one compartment has been found costly. The larger animals crush and bruise their smaller companions. A removable partition in this 21,000 lb. unit permits mixed loads

Removable stake-panel of large capacity mounted on a 2-ton truck used in California for the bulk transportation of oranges. Small latched doors in the lower panels of two sections on either side and rear facilitate unloading



Combination livestock body mounted on trailer. The rear is arranged in two decks for small stock, while the front may be used for larger animals. Doors are on both sides and at rear. Storage space for ramps is provided in front

tional. Here are the official figures from the Corn Belt Farm Dailies:

21,162,430 head of cattle, calves, hogs and sheep were trucked direct from farm to 17 markets in 1931.

One-third of the total receipts at these markets were transported by trucks.

1931 livestock shipments represented a 25 per cent increase over 1930.

It is estimated that 3,000,000 tons of stock rode to the market via truck.

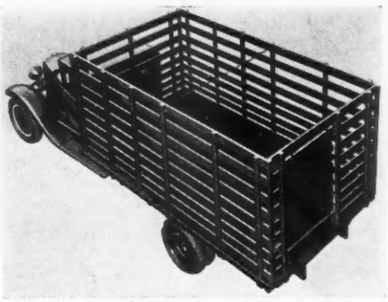
The 1931 shipments required 1,750,000 truck loads.

Hauls averaged 65 miles, and total gasoline consumption, round trips, is estimated at 22,000,000 gal.

There are reasons behind this great activity; reasons which are being brought home to the farmer as never before. They are simple, plain, everyday economic reasons: 1. Convenience; 2. Economy; 3. Speed; 4. Labor-saving; 5. Better markets; 6. Enlarged market areas; 7. Closer trading circles.

The truck adaptable to the many farm transport needs is indeed a very necessary piece of equipment on the farm today whether the product be fruit, grain, livestock, cotton, rice or what not. Aside from the big advantages of bringing to the farmer the best markets at times of best prices, the truck because of its flexibility performs innumerable other services on the farm itself, including crop production, harvesting in the fields, distributing fertilizer, hauling seed, not to mention the many delivery duties between trading centers and the farm, hauling supplies, equipment, lumber, merchandise, etc.

Rice growers of Louisiana are abandoning the mule for the cheaper and faster truck in hauling rough rice from farm to mill and warehouse. Producers of perishable fruits, berries and produce are taking to trucks like ducks to water because quick and close markets mean money to them. Sheep



A typical stock livestock body. They are furnished in various heights and styles for lighter capacity chassis. Doors are generally at rear. Chain supports sides against animal pressure

ranchers who feed their stock on the grasses that follow retreating snows employ trucks to haul flocks of ewes with lambs to rail-sidings, where lambs are discharged, and back again with the ewes, thus saving on the two-way herding of the ewe flock.

A standardized farm body to meet these many and diversified needs of agriculture would certainly have to be a magical thing. It would have to be because farming is not one business but a group of businesses. There is, however, a more or less standard body for general purpose farm service. This is box-like in construction with removable sides and usually is designed rather large for the rated truck capacity to permit handling large bulky loads of light material, if so needed. Otherwise, body type depends on the particular type of farming in which the truck is to be employed, exactly in the same manner as a vocation governs selection in other businesses. Farm pursuits are many and trucking needs, of course, differ with the enterprise. Body requirements, for example, in the following farming classifications are far from similar: dairy, fruit and produce, wheat and hay, livestock, poultry, rice, cotton, grain, etc.

While body needs vary according to the product raised there is one factor that is common to all classifications with the exception of livestock raising, and that is truck capacity. Federal research indicates that there is a decided trend to trucks of 1 to 2 tons capacities. In fact, extra units, because of their extra load-carrying features, are finding many advocates among the light capacity truck-using farmers. Trucks in livestock hauling run as high as and higher than 10 tons.

Market gardeners located near large cities and who sell on farmers' markets find trucks with bodies of 2 to 10 tons capacity most profitable. The bodies may be express with stakes or plain platform types with removable panel sides and stakes. Loads are covered with tarpaulin and roped into place. Fruit and vegetable growers traveling great distances employ the heavier capacity trucks. Bodies with rigid stakes connected at their tops to each side by strong bows are becoming very common in long runs. But growers close to the markets find the light delivery or express body on ½ to 1-ton trucks more serviceable.

Fruit growers traveling long distances to markets prefer trucks of heavy tonnage because (1) they want to ship maximum loads, (2) they frequently use their trucks for other purposes besides hauling. Bodies in this service are generally of the platform, stake and bow type.

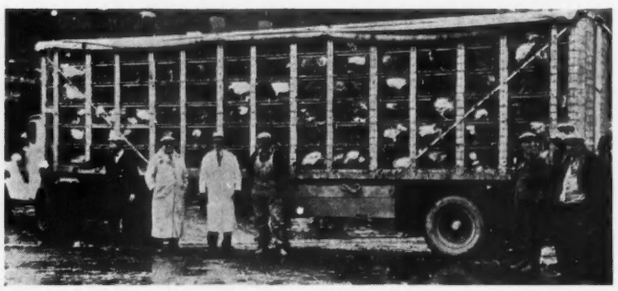
Body types employed in dairy farming vary greatly according to amount of production, system of collection, etc. However, for the fresh milk business medium to heavy trucks equipped with platform bodies with stakes or with removable express sides are most common. These bodies are used for hauling cans. The glass-lined tank for bulk hauling has great merit and is used extensively by large dairy companies. They are more sanitary and economical and provide better temperature control.

Closed bodies with protection against the weather are needed for hauling mushrooms, flowers, late vegetables and various products in winter for northern regions. In some cases ex-

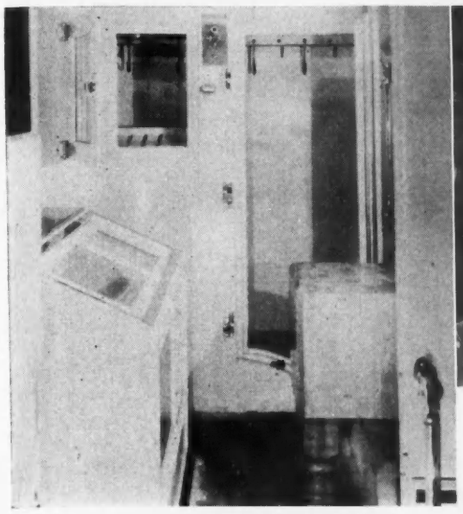
TURN TO PAGE 53, PLEASE

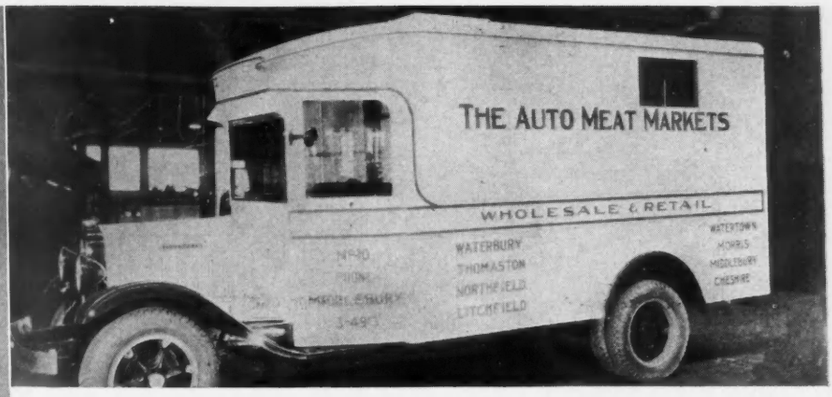
Makeshift livestock bodies are rapidly being replaced for bodies specifically designed for the safe and comfortable carriage of animals. This double-decker is equipped with a roof for protection in wet weather

Poultry today is being shipped to markets over highways in increasing quantities. Shipments arrive at destination faster and in better condition. Open sides provide plenty air; roof and side tarpaulins protect against rain

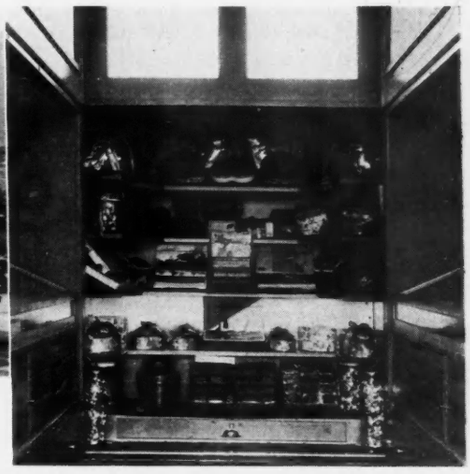


VOCATIONAL BODIES BOOST TRUCK VALUE (CONTINUED FROM PAGE 33)





Marketing for the city and suburban housewife is rapidly becoming a simple domestic chore. First, business brought the grocery store, delicatessen store, fruit and produce store to her door; now she can purchase her meats in the same manner. The refrigerator built inside the front of body is equipped with a CO_2 Ice-fin unit (see page 14)



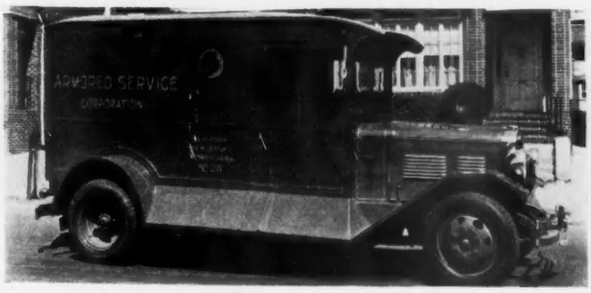
In the old days the drummer traveled with trunks of samples, which caused great inconvenience and expense. Today trucks replace trunks. Salesmen travel with their displays and are prepared to exhibit them at a moment's notice with little effort. The truck shown is an Expando body used by a candy salesman. Sides and top telescope

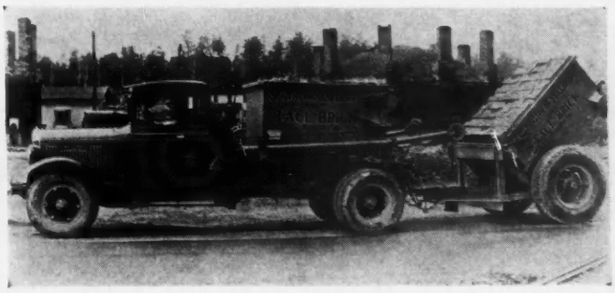
A fair-weather furniture-moving body used by a Kansas operator. Low floor height facilitates easy loading and open sides simplify packing

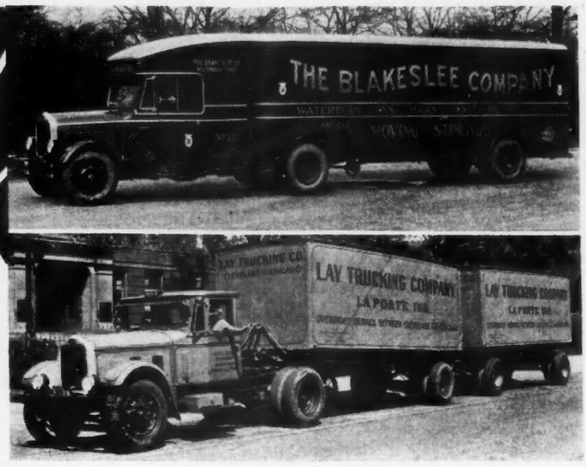
"Cash" is very popular merchandise. Too popular, in the opinion of money handlers, so they insist that their truck carriers be sheathed in armor

Bottles in cases are heavy and not easily slung around. To lighten the driver's task bodies are designed with decks giving easy access to cases

Face brick are delicate and require careful handling. Bricks loaded in this body are carefully lifted off the truck and set on the ground





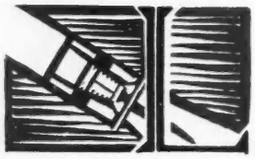


Top: Round end van body on semi-trailer gives large capacity with appearance of one unit

Above: Semi and full trailers move 15-ton loads at low cost in overland freight service

HAULERS SEEK UNITS

For-Hire Operators Find Special Equipment is an Effective Aid in Meeting Railroad Opposition and Shippers' Seeking Savings



LIKE a railroad train ascending a mountain grade with the help of a pusher locomotive, progressive contract haulers and common carrier truckers are being pushed and pulled toward greater efficiency in their operations. A natural desire to enjoy profits induces them to serve their customers as never before, and conditions over which they have no control force them to economize, with no more choice than the victim of a "stick-up" on the street.

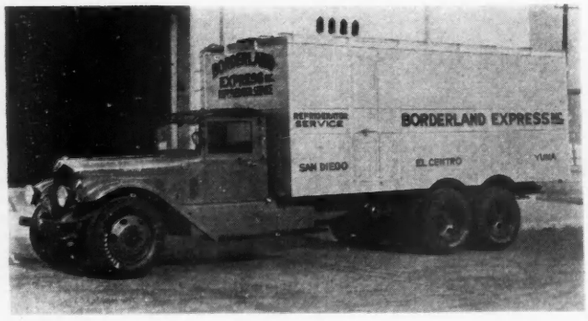
Motor haulers, serving all vocations, need no statistics to tell them of general business conditions. They know why and when retrenchment programs are adopted. They know that transportation costs will not escape in a time of general reduction. Shippers now expect lower prices for the same or better service.

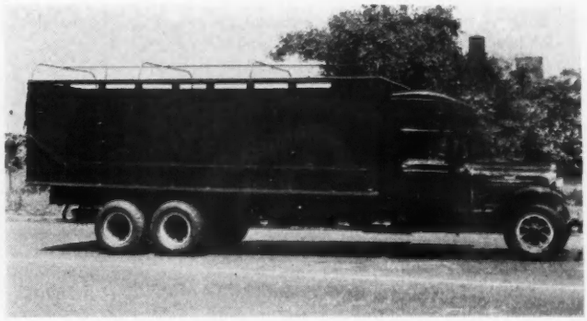
There is reason enough in this situation for alertness on the part of those engaged in highway motor freight transportation. But more troubles are here and on the way. Railroads, confronted with problems which they have made front-page news, are getting concessions from regulatory bodies that place them in a more favorable position to compete with other forms of transportation, conspicuous among which are haul-for-hire trucks. Lower rates on certain commodities are one of the railroads' bids for business; store-door delivery, recently inaugurated in the Southwest by 90 railroads is another.

The haul-for-hire operators are not quitting because of difficulties. The fact that any of them are now in business proves that they are not easily discouraged or licked. They see the way out to success is to save, to lower costs. Haulers are pushing costs down, and they are being helped by truck and equipment manufacturers.

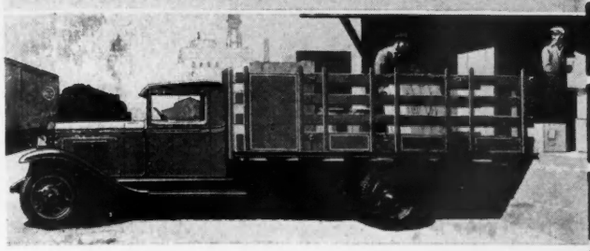
Using as a defense a counter-offen-

Side-door refrigerator body 20 x 8 x 8½ ft. on six-wheeler for long distance hauling





Extra axle on 3½-ton chassis equipped with 22-ft. open top steel stake wood side body



Top: Heavy duty freight body with no openings except sealed end on 4-wheel semi-trailer

Above: Stock stake panel body carried on 1½-ton truck for local pickup and delivery use

THAT LOWER COSTS

Manufacturers

For names of companies making special equipment for the haul-for-hire field see lists on pages 14, 22, 26 and 32.

sive, many operators are taking advantage of developments in refrigerator bodies, described in an article on page 14, to haul perishables at low temperatures. Rates are favorable because quick door-to-door service must be furnished, which competes with express rates, rather than freight charges. Common carrier truck refrigerator lines haul products to market, and both they and contract carriers distribute the products. A dealer in quality provisions in an Eastern city who has been compelled to extend his delivery service to seashore resorts 60 or 70 miles away during summer months needs refrigerator service, and he will patronize a contract hauler or a common carrier next summer. Railroad refrigerator car service is out of the question in his case. This is only one of many opportunities for refrigerator truck express service.

A New Jersey farmer has a "truck-for-sale-cheap" sign tacked on a post. The truck has traveled less than 3000 miles, although it is of solid-tire, two-wheel-brake vintage. "I have no use for this truck, which I bought to haul crates to the freight station (three miles distant) because trucks take crates right from my packing house to the New York markets. The truck is for sale for $25," the farmer explained to a truck salesman who scented a trade-in sale. In his case the truckers carry farm produce from farm to market for less than railroad rates, plus carting on each end of the trip.

Haulers, forced to offset falling rates and charges by cutting ton-mile costs, are taking advantage of all developments in the industry which are helpful to them. They fostered the development of trailers and of third axles, and were among the leaders of battles for legislative recognition of vehicles with more than four wheels and for trailer trains. They carry loads up to limits set by state laws and regulations, and carry loads less than legal maximum on six-wheelers and semi-trailer outfits.

Transportation of tires from Akron to the car factories illustrates the use of auxiliary equipment to offset lower and lower rates. Loads were increased on four-wheel trucks until the legal limit was reached, and as one opera-

Containers loaded by shippers are carried to and from railroad freight cars by trailer

Sliding door gives access to forward part of load in this freight type of van body

Above: Open construction with canvas covers gives large loading space and saves body weight

Above: Fast freight six-wheeler rated 36,000 lb. gross with heavy duty platform stake body

Round end refrigerator on drop-frame semi-trailer carries perishables long distances

tor put it, "the limit was exceeded every time the driver wore an overcoat." Then semi-trailers were used and unit loads were increased. Still larger loads were carried on four and six-wheel trucks, towing four-wheel trailers, and by semi-trailers towing full trailers. The final weight limit is the maximum length of a combination or train allowed to traverse the highways of the state.

Motor truck lines which are not able to buy new truck chassis at this time are not thereby prevented from availing themselves of the advantages of truck equipment. They get the equipment to carry greater loads or to carry the same loads in a better way. Contract carriers use many special bodies, frequently to eliminate packing by shippers. In fact, savings arising from such uses of special bodies may be the margin which gives the hauling to a trucker.

Even the time-tried platform and stake bodies have been improved and adapted to new uses. Clothing is shipped from a branch factory 100 miles from New York in stake bodies covered with canvas and lined with fiber building board. Bundles are tied up in wrapping paper, but there are no shipping boxes. Bolts of cloth are carried on return loads in the same way.

Weight saving in either body or load is worth money to haul-for-hire operators. They have gladly paid the extra cost of aluminum bodies to increase the carrying capacity of their trucks, and they are paying for special bodies and refinement in standard bodies for the same good reason. One operator saved almost 1800 lb. in weight of a general freight body by redesigning the whole structure and found after experimenting with the first body that new bodies could be built for less cost than the older style bodies.

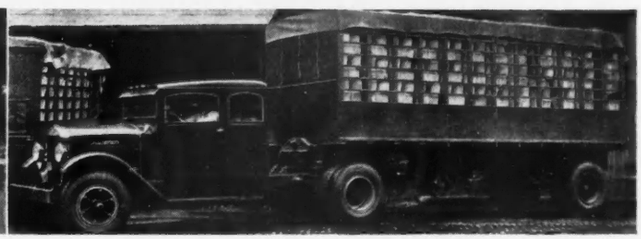
Truck transport ties in directly with railroad service despite the keen competition which exists in the borderline between their respective fields. The many one-truck local express businesses take freight to railroads and deliver the bundles and boxes to consignees. Trucks carry freight to consolidating and forwarding companies for carload shipments, or the truck operators furnish this service themselves. Container car service by the railroads calls for trucking at one or both ends of the journey in a large percentage of shipments. Rail head distribution from warehouses depends upon truck delivery. Many trucks in this service are equipped with special bodies for specific types of products.

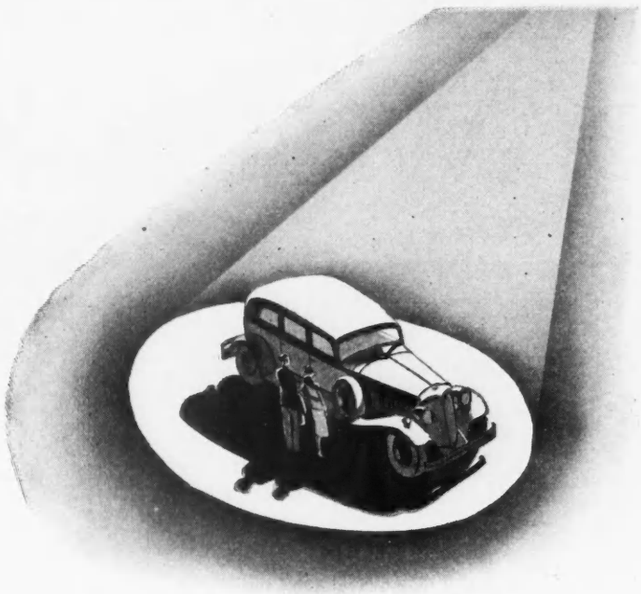
Room-to-room moving of household furniture by motor van has developed into a well-organized business. The basic advantage is that goods are moved with but two handlings and without any packing. Van operators are none the less interested in weight saving and economy because their loads are bulky. The first requirement in van bodies is cubic capacity, and extra long wheelbase trucks or semi-trailers carry the 1000 and 1200-cu.-ft. bodies. With space to put the load, the van operators look for weight reduction. Some weight is saved by making the body wider and higher, and thus more nearly cube-shaped, thus reducing the area and therefore weight of sides, top, bottom and ends. Refined body shell design and use of aluminum reduce weight still further.

Van bodies make excellent carriers of general merchandise, provided individual pieces, machine tools for illustration, are not too heavy. The front end of a conventional van body is not accessible for unloading without removing the rear portion of the load. There is, of course, no law against putting a side door in a van body and carrying freight. One of the accompanying photographs shows, in fact, that a van body has been so adapted to just that service.

Dropped side panels and paintings enhance appearance of this van body of medium size

A 20-ft. body on semi-trailer transports large loads of fresh fruits and vegetables





A token of good intent

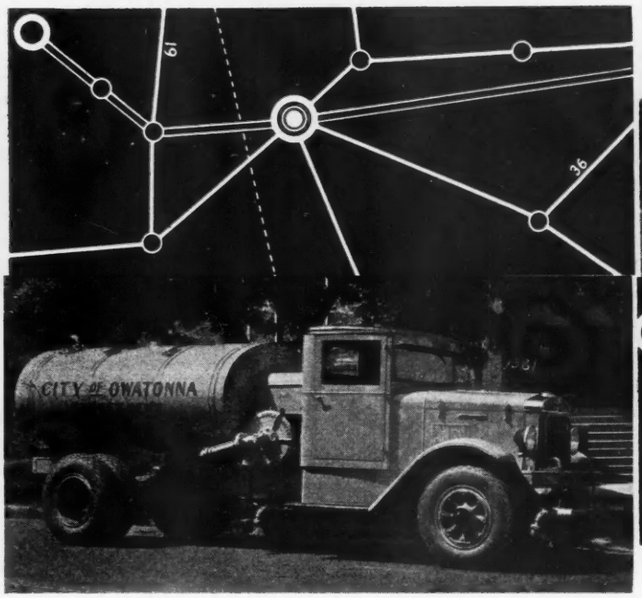
Most buyers of cars believe in the definite superiority of Lockheed Hydraulic Brakes—not merely because somebody said so, but because of faithful and efficient performance.

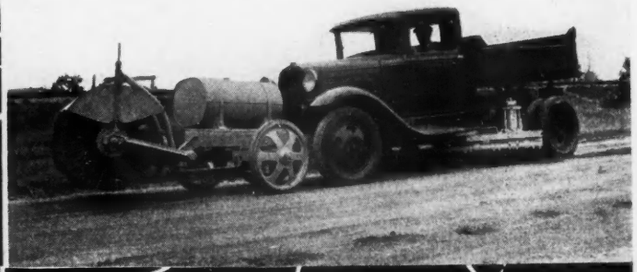
Car manufacturers can capitalize on this fact; and several do. For to car buyers, the presence of Hydraulics is simply added proof of the manufacturer's high intent —to make his product just as good as possible, in all its component parts.

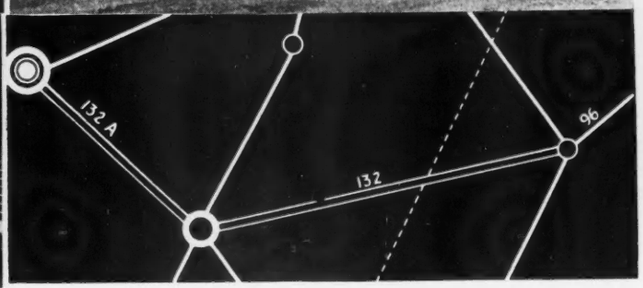
HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*

ROAD WORK RIDES







At right above: Truck which carries an adjustable scraper blade is coupled to a self-contained pusher type sweeper

At left above: Street flushers and sprinklers built on truck chassis cover large areas during light traffic intervals

Special Equipment Enables Contractors to Build Highways Profitably in Period of the Severest Competition

HE highway industry is enjoying benefits of prosperity and is suffering from the hardships of depression at the same time. This situation, a paradox but not an impossibility, is due to an enormous volume of business being done at "bankrupt" prices. There is plenty of work but profits are elusive.

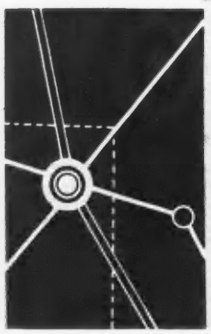
Road-building programs are at high levels undreamed of even a few years ago. One and one-third billion dollars will be spent during this year on the roads of the United States, according to information collected from road officials by the U. S. Bureau of Public Roads.

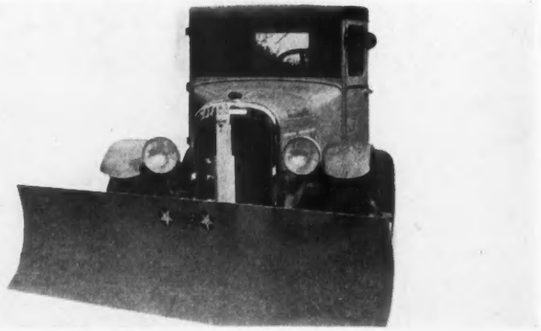
Actions of Congress and of the various states may increase this sum materially. Much of this work is being undertaken to relieve or to avoid unemployment but this is not the only reason. Modern traffic absorbs highway facilities as fast as they are created. Statisticians may point to falling business curves all they please but the fact remains that gasoline consumption figures reached a new high level last summer.

There are many unsatisfied needs in the world today because of lack of money but highway needs, are, in most part, free from this handicap. Gasoline taxes, license and registration fees pour a golden flood into highway accounts which other departments are eying with envy. There is need for roads and there is money to pay for the job.

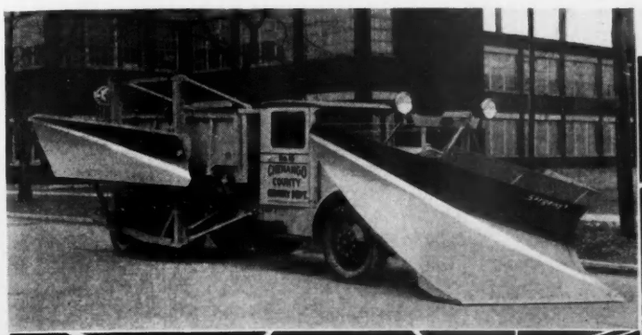
Competition has compelled road builders to depend upon equipment to get them out of the hole. They must do work speedily and at less cost. They looked to special equipment to save money by reducing manpower and found proof, from an unexpected source, that the equipment was mak-

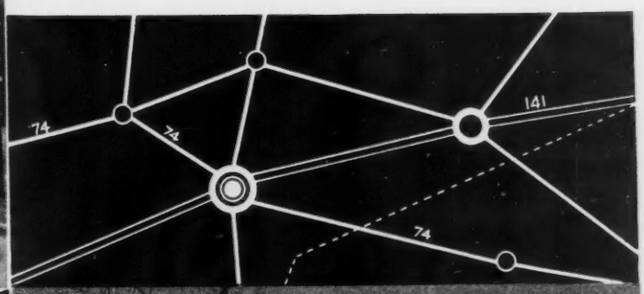
Below: Single blade snow plows on trucks control snow from start of fall

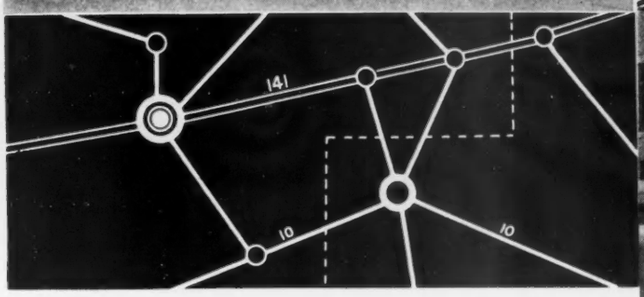




DEPRESSION IN HIGH







ing good. The unemployed protested against use of efficient machinery on road work and challenged the effectiveness of road building as a means of unemployment relief.

Trucks are being given new and greater tasks. Trucks must be able to get to the job and must be able to do the job when they arrive. Contractors analyze jobs carefully, work out schedules to reduce idle time, even by a few seconds per stop, select equipment in terms of work ability.

"There's another good road builder gone wrong," said one bidder on a large road contract just about a year ago. He referred to the successful bidder who submitted a figure way below costs as the other contractors estimated them. Downfall of the low man seemed the more certain when his office address revealed that he had crossed several states and gone beyond the boundary of his usual operating territory to make the bid.

The low bidder said nothing at all at the time, signed the contract, filed an ample bond for its fulfillment, started work, finished the job before the contract period, paid his bills to the penny, got the certificate of approval and departed with a nice profit.

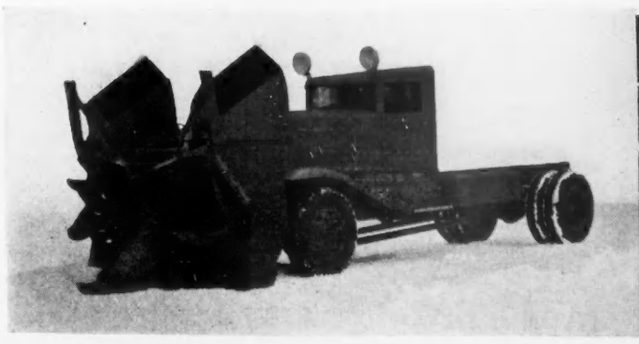
One of his field men explained to the writer and others at an informal dinner how it happened. "The boss has a reputation as a good dirt mover. Road builders really are hauling con-

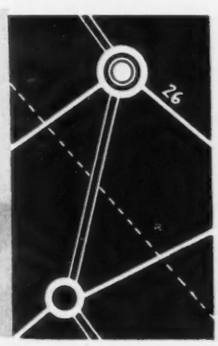
TURN TO PAGE 46, PLEASE

Above left: V-type plow on six-wheel truck with side plows for deep drifts

Above: Oil distributor outfit on truck for building or maintaining roads

Below: Heavy duty rotary rig with discharge chutes adjustable right or left





Manufacturers

Acme Motor Truck Corp., Cadillac, Mich. (a)
Baker Mfg. Co., Springfield, Ill. (a)
Butler Mfg. Co., Cleveland (a, e)
Detroit Harvester Co., Detroit, Mich. (e)
Ditwiler Mfg. Co. Galion, O. (f)
Elgin Sweeper Co., Elgin, Ill. (e)
Etnyre, & Co., E. D., Oregon, Ill.
Good Roads Machinery Co., Kennett Sq., Pa. (a, d, f)
Heil Co., Milwaukee, Wis. (a)
Hvass, Chas., & Co., Inc., 508 E. 19th St., New York (b, d, f)
Kinney Mfg. Co., Jamaica Plain, Boston (c, d)
LaPlant-Choate Mfg. Co., Cedar Rapids, Iowa (e)
Maine Steel Products Co., South Portland, Me. (a)
Municipal Supply Co., South Bend, Ind. (b)
Pneu-Hydro Road Machinery Co., Cadillac, Mich. (e)
Rightway Corp., 228 N. LaSalle St., Chicago (a)
Root Spring Scraper Co., Kalamazoo, Mich. (a, e)
Rotary Snow Plow Co., Minneapolis, Minn. (a)
Universal Road Machinery Co., Kingston, N. Y. (f)
Utility Supply Co., Clintonville, Wis. (a, e)
Willett Mfg. Co., Grand Rapids, Mich. (a, e)

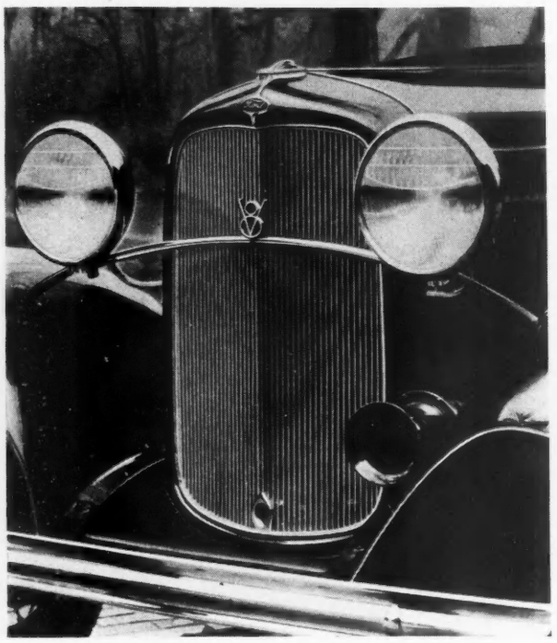
Letters at end of name indicate products the companies are specially prepared to supply, although many furnish other items as well. Key: (a) Snow plows; (b) flushers; (c) sweepers; (d) oil, tar and bituminous spreaders; (e) scrapers; and (f) sand and chip spreaders.

For manufacturers of other items of equipment such as special bodies, dump bodies, concrete mixers and six-wheel attachments see lists on pages 32, 30, 25 and 26, respectively.

Prospects

State highway departments, Municipalities, County commissions, Park commissions, Contractors, Airports.

NEW FORDS SPUR



Front end of the new line is characterized by a V-shaped vertical bar grill in front of radiator, lamps with convex lenses, and rounded front edge of radiator shell. A stainless steel bead on shell and gray finish of bars distinguish the passenger models

PRICES OF FORD COMMERCIAL CHASSIS AND MOTOR TRUCKS

COMMERCIAL, 106 IN. WB.

	NEW	OLD
Chassis	$320	$340
Pickup, open cab	410	425
Pickup, closed cab	435	455
Panel delivery, standard	520	535
Panel delivery, de luxe	540	540
Station wagon	600	625
Standrive chassis, 112 in.	640	650

Chassis and these commercial body types have spare wheel carried forward in fender well. Front fenders and running boards are standard equipment on commercial chassis.

TRUCK, 131 IN. WB.

	NEW	OLD
Chassis	$470	$495
Prices of following models include closed cabs:		
Platform	615	640
Stake	635	660
Express, standard	645	670
Express, heavy duty	700	735
Ice truck	700	735
Dump truck, hand hoist	690	725
Dump truck, mechanical hoist.	740	780
Gravity dump truck	675	705
Heavy dump truck body, hydraulic hoist	765	815

TRUCK, 157 IN. WB.

	NEW	OLD
Chassis	$500	$525
Prices of following models include closed cabs:		
Platform	665	690
Stake	710	735
Express, standard	700	730
Closed cab	90	95
Open cab	65	65

Dual wheels and tires supplied as optional equipment list at $25. Chassis prices include short or long running boards, also wide running boards when dual rear wheels are supplied. Rear fenders are available at extra price.

A SPRING drive for sales now under way by the automotive industry has reached the proportions of a major offensive against the depression. The frivolous might pause for jokes and tricks on April first but leaders in the industry were working under pressure to carry on a campaign which the National Automobile Chamber of Commerce characterized as "A typical American drive for business which has been all too slow to develop."

One of the retarding influences, uncertainty about the new Ford, was swept aside by Ford's announcement of the V8 and improved four at the close of March. Chevrolet reduced prices and Chrysler "declared war" by presenting a new Plymouth in the same price range. Meanwhile General Motors was staging shows in 55 cities, Studebaker made the appeal that "A new car is a badge of honor," and Packard, Hudson, Nash, Auburn, Graham-Paige, Hupmobile, Reo and others put on special programs.

President Hoover expressed his approval of the drive, saying "The motor manufacturing companies have all launched their spring models. There is nothing that provides widespread employment more than automobile construction. Every person contemplating buying a new car this year can make a real contribution to employment by putting in his order now even though he does not take immediate delivery."

COMPARISON OF NEW FORD

Engine

CYLINDERS

Bore and stroke are the same, 3⅞ x 4¼ in. giving piston displacement of 200 cu. in. Pistons and connecting rod are practically the same.

Bores are lapped and polished.

POWER

Brake horsepower is increased from 40 @ 2200 r.p.m. to 50 @ 2800 r.p.m.

Precision in workmanship and balance of parts are improved.

Carburetor has 1¼ in. inlet instead of 1 in. and is equipped with a high speed jet which cuts out at medium and low speeds.

Former valve lift of .276 in. has been increased to .319 in.

Compression pressure has been raised to the relatively high figure of 90 lbs. per sq. in., with compression ratio of the order of 5 to 1. This high pressure is made possible, at least in part, by adoption of automatic spark control.

New design muffler offers reduced back pressure. The tail pipe is carried almost to the end of the frame, making an upward bend to clear the rear axle housing.

Both intake and exhaust ports are now machined.

CRANKSHAFT

Balanced statically and dynamically, the new crankshaft weighs 38 lbs., 9 lbs. more than the former shaft. Main bearings are increased to 2 in. in diameter and connecting rod bearings to 1⅞ in. in diameter.

LUBRICATION

Lubrication is supplied under pressure to main and camshaft bearings, splash takes care of connecting rod bearings and other parts. The former method was by pump with gravity flow to bearings and splash for internal parts.

IGNITION

Full automatic spark advance of centrifugal type is incorporated in the distinctive ignition unit used on Model A.

FUEL SUPPLY

The gasoline tank, with capacity of 17 gal. instead of 10 gal., is mounted on the frame under driver's seat. Fuel is supplied to the carburetor by a mechanical diaphragm type pump, similar in design to that employed on the new eight, except that it is mounted on right side of the engine.

COOLING

Combined fan and water pump are placed in end of cylinder head instead of in block as in Model A. The radiator contains four staggered rows of flat tubes. It has the same appearance as the 8-cylinder car radiator except for the omission of stainless steel beading and the vertical grill is painted.

MOUNTING

Three point rubber mounting, similar to that on the V8 is employed. A yoke is bolted to the front of the engine and the ends, turned at right angles, rest upon rubber "biscuits" resting on the frame cross-member. Rubber insulated washers are used under the cross-member. The rear mounting which is at the end of the four speed transmission comprises a large molded rubber ring fastened to a plate which is, in turn, bolted to a frame cross-member. There are no crankcase arms and there is no metallic contact between engine and frame. Clutch and brake pedals are mounted on front of cross-member instead of on the powerplant.

Clutch

Twelve springs are incorporated in the 10-in. single plate clutch. The ball bearing for clutch release is lubricated by an exterior grease cup which is brought flush with, but not through, floor board.

Transmission

The transmission is similar to that formerly used, except for modifications for the rubber powerplant mounting. It has four forward speeds and a power take-off opening.

BUSINESS DRIVE

FOUR WITH FORMER MODEL

Rear Axle

Although rear axle is of same general type, with bevel drive, it incorporates several changes.

Housings are heavier.

Tread is increased to 56½ in.

Bearing location and wheel design center the load at a point ¾ in. outside center line of inner wheel of dual pair.

Driveshaft is now tubular instead of solid and is 2 in. in diameter.

The coupling shaft includes two universal joints instead of one. The forward joint may be taken apart and this construction allows removal of the transmission without moving rear axle.

Torque tube is bolted to frame crossmember.

Frame

Frame side rails are 7 in. deep, instead of 6 in. and are approximately 13 in. longer back of cab than before. Dimensions back of cab to end of frame are 94⅜ in. for 131 in. wheelbase and 120⅛ in. on 157 in. wheelbase. The latter provides for mounting a 12 ft. body. Width of frame is the same, 38 in.

Springs

FRONT

Transverse as in Model A.

REAR

Cantilever rear springs have been abandoned in favor of semi-elliptics, measuring 50 x 2½ in., instead of 36 in. for cantilevers. Springs are shackled at both ends with 1 in. spring bolts. Either 12 or 13 leaves are supplied in main springs and a 5 leaf auxiliary spring, mounted above the main spring, is available. The auxiliary is standard on dump trucks. Side rails are center punched for drilling holes for brackets for auxiliary springs.

Brakes

A six brake system, four for service and two for parking, is similar in general design to the former model. Brake drums are now of chrome nickel alloy iron, 14 in. in diameter.

Steering Gear

The steering gear, bearing Gemmer imprint, is of the three tooth sector type as in the V8 car. Bearings, of roller type, on the steering shaft are adjusted automatically.

Cab

The cab is all metal including top and contains no trim. The only parts not metal are the seat and seat back. Cushions are of air bound type. Floor boards and pedal openings are sealed with rubber. Cab is larger and can accommodate three men. Slanting windshield and the rear window have safety glass.

Tires and Wheels

Wheels are cutaway disk type as before, 20 in. tire diameter.

Dual spacing of rear tires has been increased, making it possible to mount oversized tires, without using spacer.

Trucks exhibited with the V8 line carried 6.00/20 balloons front and dual rear.

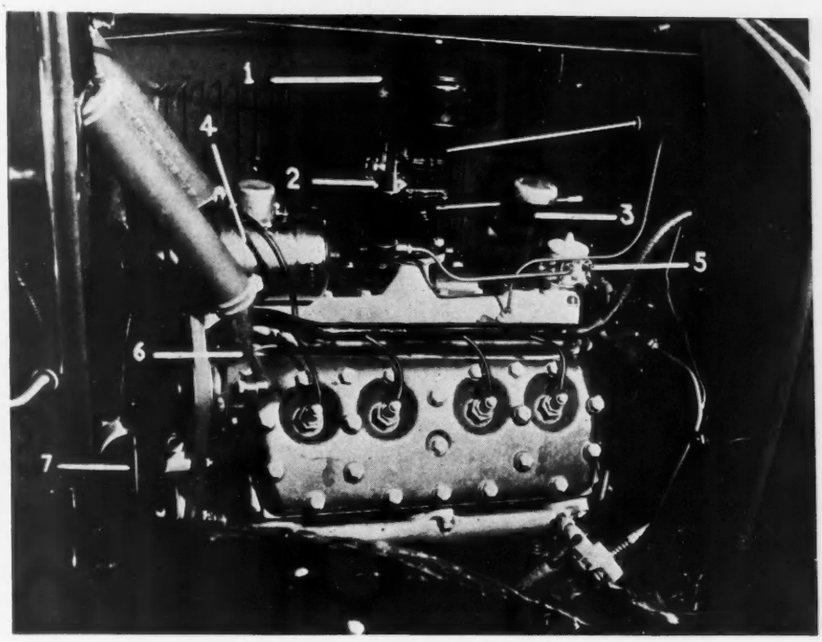
Dual tires list at $25.00 extra.

Commercial car chassis with or without commercial bodies as well as the dump trucks have spare wheel carried forward in fender well.

Instrument Board

Shape of dash has been changed because of removal of gasoline tank from the cowl. Instruments are carried on a raised sheet metal panel attached to the dash. Instruments include an ammeter, speedometer and gasoline gage, with choke and throttle buttons.

Ignition switch is incorporated in the steering post bracket and it includes a coincidental lock which locks the steering gear in straight-ahead position.



More truck for less money summarizes the Ford bid for business. Dealers, at a pre-showing of the new models, were told that introduction of the new line would give immediate employment to several hundred thousand men. This revival of activity would, it was said, in turn stimulate business in lines secondary to actual production, including railroads, service establishments and general business serving those given employment.

Prices, given in the accompanying box, show that the new commercial chassis lists $20 less than the Model A and that the new four-cylinder truck chassis is $25 less than Model AA.

Frame side rails 1 in. deeper and 13 in. longer and change from cantilever to semi-elliptic rear springs with helpers, if desired, provide for larger, if not heavier loads. (Tonnage rating remains at 1½ tons.) Power of the engine has been increased 25 per cent, from 40 to 50 hp. without increase of cylinder dimensions. Cast alloy iron brake drums are used on all four wheels. The coupling shaft, now carrying two universals, may be removed without moving rear axle.

Although the Ford Motor Co. has not made any statement concerning use of the new V8 engine in trucks it is generally understood that the eight will be available at an additional price and that the four here mentioned will also be used in passenger cars.

SPECIFICATIONS OF FORD V8 65 HP. 90-DEGREE ENGINE

Seven interesting features of the eight-cylinder engine are visible when hood is raised. The air intake silencer (1), takes air upward through the lower opening then reverses the flow downward in the intake of a downdraft single carburetor (2), equipped with an accelerating well. Mixture passes through cored passages in the engine cover to intake ports. The combination filler and crankcase breather (3) enters the same cover. The generator (4) is placed on the center line of the engine above the cover and it carries a two-blade airplane-type fan on its shaft.

The common drive pulley is the adjusting idler for the belt which drives a water pump (6) in each bank of cylinders. Gasoline tank has been moved from cowl to under the seat on trucks, rear of frame on passenger cars. Fuel is supplied to the carburetor by a diaphragm type pump (5) driven by a vertical rod from an eccentric on the camshaft. A novel type ignition unit (7) is placed in front of, and driven by front end of camshaft. It is less than an inch from the rear of radiator. Spark timing is automatic by means of a vacuum controlled governor, there being no spark control on dash. High tension current is distributed to two caps, one for each block, set opposite each other in horizontal position by two rotor arms, revolving at right angles to the caps.

The V8 engine embodies details of design unusual, not only to Ford, but to the industry. Valves have no tappets, an extension of the mushroom contacting directly with cams. Connecting rod bearings are of floating type, comprising a steel shell babbitted inside and out.

Cylinders, 3 1/16 by 3¾ in., giving piston displacement of 221 cu. in., are set at 90 deg. Develops 65 hp. at 3400 r.p.m. Compression ratio is 5.5:1

Force feed lubrication is supplied to main, camshaft and connecting rod bearings under 20 to 25 lb. pressure.

The 65-lb. crankshaft is of 90-deg. type, is carried in three main bearings and has integral counterbalances. It is balanced statically and dynamically. Connecting rods are placed side by side. Crankshaft bearings are 2 in. in diameter. Main bearings are close limit interchangeable type.

Prices of the V8 passenger cars are $10 more than Model A on Tudor sedan, the same on Fordor sedan and $50 on the de luxe coupe. Prices of the improved four-cylinder passenger cars are uniformly $50 less than the V8.

Road Work Rides Depression in High

CONTINUED FROM PAGE 43

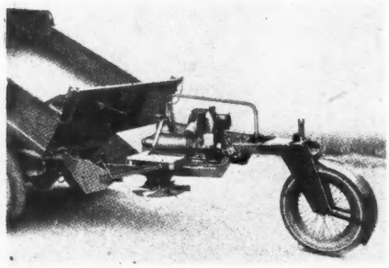
tractors although some of them do not realize it. My boss doesn't overlook a bet in hauling dirt for grading or moving materials on a job. He lays out the work so trucks can do their stuff."

Trucks are essential for building and maintaining roads but present-day conditions have given a new meaning to the words efficiency and economy as applied to use of trucks for these services. The dump truck is supreme in road building but that fact has not inspired any considerable degree of laurel-resting on the part of either users or manufacturers. The peculiar characteristics of various types of soil have been determined and dumping angles revised in terms of this knowledge. Hoists have been refined to give quicker lifts with less strain on mechanism, in many cases rate of body lift varies, being slower at the start and faster as the body angle increases. An ingenious load-dislodging mechanism which shakes the body has been designed to replace the brutal forward-reverse-forward truck-shaking method, so universally condemned—and used.

There is obvious economy in hauling dirt in large loads if operating conditions are right. Money is saved on many projects involving heavy grading by using large trucks, in some cases larger than those permitted on the highways. Right-of-way for a new road is not a public highway during construction and legislative weight limits frequently do not apply. One contractor capitalized on the situation by importing, from a neighboring state with liberal weight limits, trucks of greater carrying capacity than those used in the state in which he was working.

Flat bed bodies are useful for hauling pressed steel forms, drainage pipe and reinforcing steel in the form of "mattresses" as well as a lot of other things which Caesar called "impedimenta." Unloading heavy mesh steel by dumping is a quick way of doing a nasty job and dump bodies with removable or folding sides are frequently converted into platforms for such work.

Trucks must transport materials from railroad siding to the mixer economically these days as never before. Handling costs are reduced by unloading material from cars into overhead bins and discharging batches into truck bodies by gravity. One of the limiting factors in mixer output is the time taken by a truck backing over the subgrade to it. Higher reverse speeds are obtained by using high-speed reverse gears, two-speed reverse transmission and auxiliary transmission with an overdrive which speeds up reverse as well as the return trip, empty.



A new type of sand and chip spreader which embodies a single pneumatic tired trailer wheel and separate engine drive of revolving disk

Central mixed concrete has found favor in general construction and has been approved by highway engineers for road work in numerous states. There is no reserve of concrete at the point where it is raked and smoothed and trucks must arrive strictly on schedule time, otherwise there will be loss because of scenery-watching by the gang.

Concrete has won high regard in the minds of the public and highway officials but it is not without rivals. Because of reduced tax budgets municipalities and other governing bodies are seeking means of reducing maintenance items as well as capital expenditures. Keeping clay and gravel roads in shape costs a lot of money if traffic is at all heavy. A group of engineers determined some time ago that 500 vehicles per day was the limit of traffic which could be handled economically by such roads, and that beyond that limit some sort of improvement was not only a good investment, but was necessary.

Distributors of oil, asphalt and bituminous products mounted on trucks have made possible road-treating programs which give satisfactory service to users of highways at minimum cost. Washboarding and cupping recur in spite of frequent scraping but may be stopped by scarifying and surface treatment.

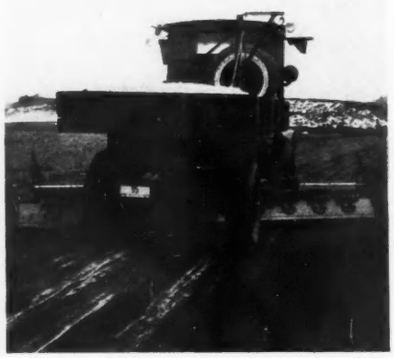
A tank, piping and nozzle suffice for the lighter oils but heavier products must be applied under pressure and hot. The return-flue principle of steam boilers is applied to heating the tank, hot gases from oil burners passing through large tubes in the tanks. Pressure is supplied by pumps and separate engine.

Special equipment adapts trucks to the special services of cleaning and maintaining city streets and country highways. Patching, flushing, sweeping, scraping and other jobs are simplified by suitably equipped trucks. Flushers with power take-off or separate engine-driven pumps clean paved streets faster than a regiment of men could do the job. Sweeping attachments developed for standard trucks save time and "white wings" wages.

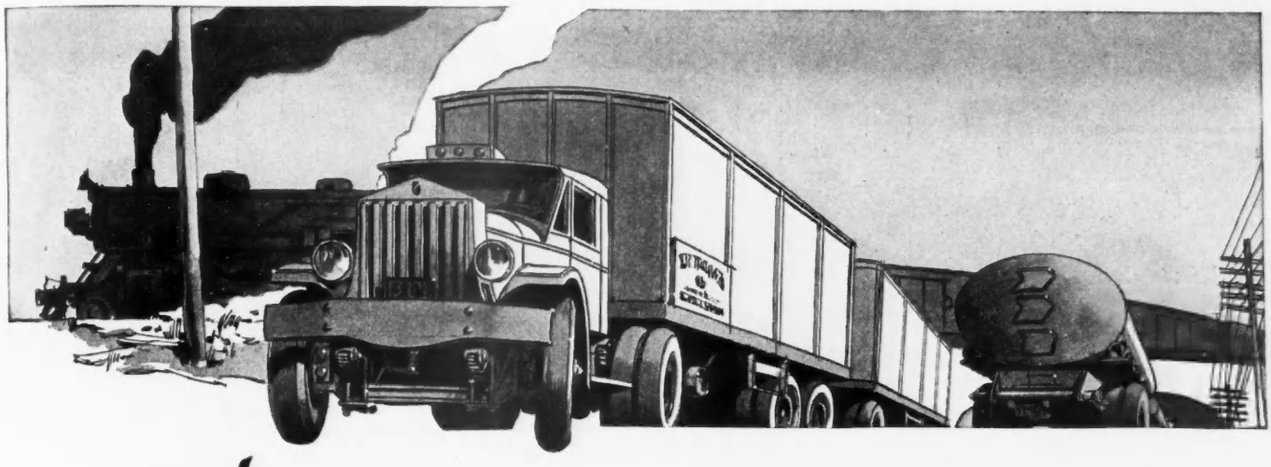
High speed scraping of shoulders or of road surfaces shames the plodding horse-drawn scraper and for light work runs circles around heavy-duty tractors. This equipment can be mounted on trucks used for other purposes, being either attached, or lowered into operating position, for scraping.

Snow delights boys with shiny new sleds and amateur photographers but to highway personnel it means overtime, sleepless nights, discomfort and worry. The modern plan is not removal but snow control. All plans are prepared in advance, charts are drawn showing the location of every piece of apparatus and regular and emergency operators. A few telephone calls put the whole organization into action to keep the roads clear.

Regular trucks used for construction or maintenance are equipped with plow brackets before the snow season and hanging on the plows takes but a short time. Plows which throw to one side are popular for lighter snowfalls and by working in staggered groups they can keep a heavy snowfall under control. When snow reaches the stage which the weather man calls "heavy precipitation" and wind piles up drifts snow crews call out reinforcements. V-plows buck the drifts and rotaries project streams of snow off the right-of-way. Then when the sun comes out and the public thinks of traveling again there is the little matter of widening one-lane snow cuts and clearing new drifts. Without equipped trucks there would be no hope, except the inevitable coming of spring.



High speed scraping by inclined blade carried between front and rear wheels of truck equipped for hauling materials



The MOST IMPORTANT PART OF A TRAILER . . . . *Axles*

No longer is a trailer simply a modernized "wagon". Economics and legislation have changed that. Today a trailer is a modern unit for high-speed transport—able to carry heavy load, strong to stand mileage punishment, and *able to stop*.

Timken Trailer Axles solve the principal problem of trailer design—good axles plus good brakes. Axle centers will withstand braking torque; brake mountings are correct—for any type of brake and power application. Hubs are effectively oil-sealed, and oil deflectors prevent excess lubricant reaching the brakes. All wheel and brake parts are interchangeable with the same parts of Timken driving axles—worm, bevel, double-reduction—of same capacities; saving time, labor, and parts-investment in service.

Sum it up this way: Timken Trailer Axles have the same ruggedness, efficiency and long life that have made Timken Axles a symbol of excellence for three decades. They are standard equipment on many trailers, and they offer the *only safe way* to modernize your present brake-less trailers.

For modernizing trailer equipment Timken Trailer Axles are sold exclusively by the authorized distributors of Bendix-Westinghouse Automotive Air Brake Company and Bragg-Kliesrath Corporation. Consult your local distributor or write either of the above companies.

THE TIMKEN-DETROIT AXLE COMPANY, *Detroit, Michigan*

TIMKEN AXLES

Domestic New Truck Registrations by Makes and Months

	Autocar	Brockway-Ind.	Chevrolet	Diamond T	Dodge	Fageol	Federal	Ford	G. M. C.	International	LaFrance-Rep.	Mack	Moreland	Pierce-Arrow	Relay	Reo	Rugby	Schacht	Sterling	Stewart	Studebaker	White	Willys-Overland	Total Sales Including Miscellaneous
January.....1932	43	76	5,152	177	751	7	71	4,966	484	1,288	40	99	3	11	14	351	9	2	38	53	158	116	127	*14,391
January.....1931	223	154	7,569	167	1,186	23	111	11,313	447	1,325	28	218	16	3	13	280	32	15	62	84	297	221	159	24,415
February.....1932	32	49	4,621	139	513	4	88	3,914	447	1,035	21	69	8	14	19	239	2	5	19	53	167	65	101	†11,861
February.....1931	177	107	7,459	135	1,129	31	100	10,868	388	1,368	34	184	12	4	28	261	30	11	47	85	268	204	184	23,466
Total.....1932	75	125	9,773	316	1,264	11	159	8,880	931	2,323	61	168	11	25	33	590	11	7	57	106	325	181	228	26,252
Total.....1931	400	261	15,028	302	2,315	54	211	22,181	835	2,693	62	402	28	7	41	541	62	26	109	169	565	425	343	47,881

* Georgia not included. † 41 states.

The President's Page

CONTINUED FROM PAGE 13

who found themselves with surplus manufacturing facilities after the World War, into making all manner of equipment for those trucks. Common practice of manufacturers contemplating the manufacture of some piece of truck equipment is to consult the national truck registration lists and then project some small percentage of that list as a possible and probable number of prospects for their intended product. This system would be suitable if, and only if, the hopeful manufacturer understood the great variety of uses a truck chassis is put to; the great percentage of total trucks used to deliver to housewives, the daily supplies from the butcher, baker, milk man, dry goods merchant, etc., and the number of competitors already in the field he is considering entering. The facts just mentioned have to do with his probable and possible volume. Usually his projection of possible volume is much too high and his probable volume is only a shadow of the projection. The result is too many manufacturers trying to obtain the same order and a failure of profit for nearly all of them.

Another of the common faults is that too many manufacturers have placed upon the market articles which were, in the first and last analysis, just another of the many of that type. In other words, their product did not possess enough "new idea" or "additional utility value" to justify its being placed upon the market in the first place.

Truck equipment is divided into two general classes. First, that for which there is a normal demand, such as platforms, vans, general utility bodies, express bodies, special vocational bodies, etc. Second, that for which a demand needs to be created, such as trailers, third axles, concrete mixers, cranes, winches, three-way dump bodies and hoists, highlift hoists, removable bodies, etc.

The first class can and should be sold with very little sales cost for the reasons that cities or territories have a special type of body suitable for either their need or custom and the local body builders are accustomed to supplying merchandise peculiar to their particular localities. This generally precludes large production manufacture whereby economies could be effected and places the local body builder in a better position to fill the need. The truck dealer or truck buyer, or both, in that case usually go to the body builder and with him decide upon a body to suit their particular needs. This practice, therefore, precludes large commissions or discounts to the truck dealer and the price of the body is made competitive with production bodies because the local builder has a minimum expense in sales, publicity and administration.

The second class of equipment requires an entirely different set of sales policies than the first. The equipment manufacturer has a number of problems after he has made ready his product for general use. It becomes necessary for the equipment manufacturer to carry on his sales activities direct with the particular user of the equipment, either through his own sales branches or equipment distributors and dealers. The truck dealer seldom has time, and if he did, it would be unprofitable for him to learn all that is necessary to properly sell the many varieties of special equipment in this classification. Therefore, it is desirable for the truck dealer to enlist the aid of the equipment manufacturer, or his representatives, to consummate the sale. The truck dealer who relies upon the well-trained equipment distributor and dealer close to him usually has a better opportunity of securing the order for the truck than if he tries handling the equipment problem through his own truck factory, because of the technical and practical information necessary upon any highly specialized item of equipment.

The discount on a given article of special equipment found in the second class must, of necessity, be small to the truck dealer because his expense and effort are small as compared to that of the equipment manufacturer or equipment distributor who is engaged in specializing in that particular type of equipment. This method of selling is quite costly in proportion to that type of equipment for which there is a normal demand and it is on these items which are so special that many manufacturers and distributors of equipment make the mistake of trying to do business on too small a difference between the cost price and the selling price. It is my opinion that this type of equipment must leave a margin of at least 20 per cent of the list price for the equipment manufacturer or distributor actually consummating the sale. Otherwise, lack of profit is almost sure to be the result.

Equipment distributors are not as strong financially as they could be, largely because the possible profit in merchandising truck equipment has been unattractive. Manufacturers of equipment who expect a successful sales result will need to decide upon a complete sales plan which permits of sufficient profit accruing to the company or individuals who are really responsible for the creation and consummation of the sale. Discounts have been unwisely proportioned and an unsatisfactory sales volume has resulted. The proper distribution of the differential between the list price and the manufacturer's selling price, will attract men and capital of sufficient ability and means to ultimately establish strong and dependable truck equipment distributors in all the cities of the country large enough to support such an organization.

Each particular type of special equipment requires special treatment in the manner of policy, depending upon the possible volume and the degree of complexity of the merchandise and its application.

It is my hope that those interested in the truck equipment industry will soon discover the best method to merchandise their particular products at an attractive profit to the sales medium so that the truck equipment industry, which is so important to the truck transportation business at large, can go forward to do its bit in contributing the largest possible economic value to the people of America.

Simplicity, ease of operation and interchangeability are basic principles in Firestone rim engineering.

The continuous base construction with 28 degree bevel enables operators to completely standardize on Firestone Truck Rims with any type of wheel—wood, wire, disc or cast.

Firestone

CONTINUOUS BASE RIMS

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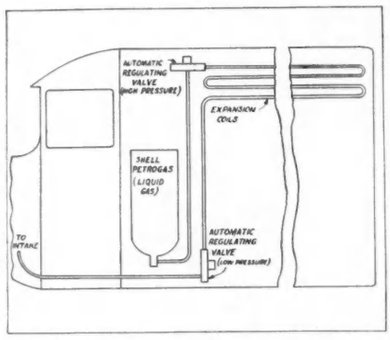
New Refrigerated Bodies Freeze Out the Old

CONTINUED FROM PAGE 17

type, however, because of high first cost and the fact that it greatly reduced the carrying capacity of the truck both from the standpoints of weight and space, is gradually being superseded by less expensive and more compact units. Engineers working to overcome these objections have come forward with several new hook-ups as well as refinements in the construction of the individual units making up the systems. Generators have been eliminated in independent gas engine assemblies; engines have been developed to the point where they are fully automatic, starting and stopping without attention; power take-off hook-ups, in which the engine is eliminated, are offered with and without generators; constant speed electrical units have been developed for use with power take-off driven generators; mechanical devices such as centrifugal clutches are employed for maintaining constant speed when taking drive direct from transmission to compressor without use of generator, etc.

In most power take-off assemblies auxiliary electric motors are provided for driving the refrigerating plant while the truck is garaged for the night. Another system becoming increasingly popular with operators derives its power from a generator driven directly by the truck engine. The Borden Ice Cream Co. operates several of these units. The generator is located at the front of the truck between the bumper and radiator and is direct connected with the engine. Wires carry current to the plant motor. A new Cummins Diesel engine, it is reported, is being designed which incorporates a 32-volt generator that could be used for this purpose. There is still another system that might properly be classified under mechanical although it is really a combination of the mechanical and storage systems. It comprises a motor, compressor and ample sized storage containers, which carry jelly compounds. The system is operated at night from house current while the truck is idle. A reserve of cold is built up in the containers for use during the day.



Shell Petrogas after serving as a refrigerant by being expanded into a gas, travels to the carburetor and into the engine where it is consumed as a fuel

Solid CO_2 as a truck refrigerant is employed in several different ways and possesses a number of advantages such as economy of operation, temperature control, minimum weight and space, cleanliness and certainty of performance. Body builders have made great strides in the designing of efficient bodies and methods for using carbon dioxide ice since the days when small pieces were sprinkled over merchandise. This method while still employed in special cases has been discarded as being too expensive and unsatisfactory from a temperature control standpoint. One of the earliest efforts toward practical utilization of carbon dioxide ice is the open-pan plan. It consists of a small container built in one of the upper corners of the cold compartment, large enough to carry from 30 to 50 lb. of CO_2. The container being open liberates the gas into the compartment. The chief disadvantages of this system, are lack of temperature uniformity and loss of gas, which being heavier than air, escapes rapidly as doors are opened. These disadvantages, however, are no serious drawbacks in some vocations and for that reason open-pan systems are still being used.

The circulating system is a later plan, which was developed by the Dry-Ice Corp. This system consists of a specially constructed body, provided with ducts around the compartment through which the gas emanating from stored CO_2 circulates. Advantages claimed are even temperatures through the storage compartment and economy by confining the gas.

With temperature uniformity and control and economy as objectives engineers during the past 12 months have come forward with still more systems, three in fact—ice-fin, sealed container and condensing.

The ice-fin system, developed by Fitz Gibbon & Crisp, Inc., Trenton, cools by conduction. It consists of a container, for storing the carbon dioxide ice, which rests on top of a copper or aluminum sheet that also serves as a ceiling for the storage space. The ceiling carries heat from the compartment to the refrigerant. Since the heat is conducted only to the under surface of the refrigerant, the four sides and the top of the container or reservoir being insulated, the refrigerant evaporates down with a constant cross-section. This arrangement, according to the engineers, assures even consumption of the refrigerant, thereby maintaining uniform temperature in the storage space and preventing too rapid and expensive consumption of refrigerant. Temperature is controlled by inserting one or more insulated pads underneath the cube. Decreasing or increasing the number of pads raises or lowers the temperature of the compartment.

Hercules Products, Inc., Evansville, Ind., employs the sealed container idea in one of its latest refrigerator body models. The container large

Below: An attractive ice and salt body which is charged from the top. The brine storage compartment is along center of the top

Below: A central ice and salt chamber divides this body into two sections accessible on opposite sides. It is filled from the top

enough to hold two 40-lb. cubes of CO_2 is located just behind the driver partition. Its sides are heavily finned to provide large heat absorbing surface. Access to it is provided through a door in the partition and another in the container. Gaskets in the container door assure a hermetical seal. Vapors are carried off by heavy tubing.

In the condensing system CO_2 in effect is utilized as a power unit. The system originated and produced by the York Ice Machinery Corp., York, Pa., is employed in a body offered by the York-Hoover Body Corp., also of York Pa., known as the Arti-Matic. In this system solid carbon dioxide is placed in a compact condensing compartment built in the upper right side of the body and entered from the outside. A refrigerating gas, methol chloride, placed in a closed cycle, flows from the condensing compartment into the evaporator, where in expanding it absorbs heat from the body, and back again to the cold compartment where it is condensed, repeating cycle.

The chemical can system of refrigeration depends upon outside facilities. It consists of sealed cans or cartridges filled with a chemical compound, which are frozen in hardening rooms and then placed in trucks where they radiate cold for 24 and 48-hour periods. Operators who have cold room equipment, such as ice-cream manufacturers, particularly favor the system because their hardening facilities can be employed during idle hours. The can system requires the construction of special compartments in the truck body for storage, generally near the roof, although in some vocations, meat for instance, they are hung on hooks in pay-load section.

As mentioned earlier in this article, water and ice as a refrigerant still has a substantial following, and body builders working to accommodate brine users have turned out some very excellent jobs in appearance, efficiency and economy of operation. Two new ideas in construction are particularly worth noting; one embodies a sort of cold partition idea and the other is an adaptation of the ice-fin principle. In the former a refrigerating tank capable of carrying 200 lb. of ice and salt (page 52) is arranged across the center of the loading space, dividing it into two equal compartments, with condensation pans and screen grids at both sides. It is charged from an ice hatch on the roof. Drainage from the refrigerator tank and the condensation pan is controlled by a pipe through the body floor. The ice-fin system for water ice incorporates a container with a series of highly conductive radiating fins extending across the front and bottom of the unit and serving to conduct heat directly to the ice inside of the container. A baffle causes air to sweep over the fins, which sets up a circulation of air throughout the body thereby providing uniform temperature

While method of refrigeration has been foremost in the minds of operators, due to the many remarkable developments recently, sight must not be lost of the fact that just as important as the refrigerating system is insulation. Not many years ago the only reliable insulating material was cork. Today, however, we have a great variety of materials of which the accompanying list is just an indication. Selection usually depends on local sources of supply, price, weight, body design and personal choice. The very latest addition to the growing list of insulants is an aluminum foil known as Alfol, of unusual lightness.

Farm Bodies Sow Seeds of Economy

CONTINUED FROM PAGE 36

haust or stove heat is necessary. Insulated and refrigerated bodies (see page 14) are becoming increasingly popular in hauling perishable products long distances.

Poultry raisers are attracted to highway shipments because available modern bodies for fowl save crating expense, reduce losses in transit and save time. The bodies are built in as many as six tiers of cages, divided longitudinally down the center and having as many as 12 rows to a side. Sides are open but are equipped with tarpaulins for inclement weather.

In livestock hauling a stock bed, of course, is needed. If volume is sufficient trucks of from 5 to 10 tons capacities equipped with stock rack sides are profitable. Double-deck beds are desired where considerable quantities of hogs or sheep are hauled. Bodies differ somewhat in various communities. In one section the bodies will be constructed of narrow slats with upright braces, while in another the slats will be broad with wood or iron braces running from corner to corner. While closer slats offer somewhat less ventilation, they also afford less chance for cattle to get their hips through cracks or poke their heads out.

There are about as many different ideas in livestock body design as there are drivers. Most of the differences are details of refinement, but some are also greater, namely, a Missourian operator arranged his livestock body, which is of the common rack type, so that the sides can easily be taken down. After he unloads his stock at the market, he takes down the rack and loads it on the floor for the return trip, stating that this lessens wind resistance, makes for greater speed and lengthens life of truck and body.

Extra Axles Hail Economy Programs

CONTINUED FROM PAGE 28

wheel trucks who also makes models with third axles rated approximately twice the carrying capacity of corresponding four-wheel models. Initial cost of a six-wheel truck, with non-driving third axle, is about one-half that of most 3-ton four-wheelers; the six-wheeler is lighter than conventional 3-tonners; operating expenses, including gasoline, oil, tires and overhead items such as insurance, are less than for average 3-ton trucks.

Comparison can be made from the same facts with the basic 1½-ton truck rather than with a 3-ton truck. From this viewpoint carrying capacity is doubled and operating expense increased much less than the increase in capacity.

Adding a third axle to a four-wheel truck has, in most instances, the effect of increasing the wheelbase. This distributes the weight better and reduces overload on the driving axle.

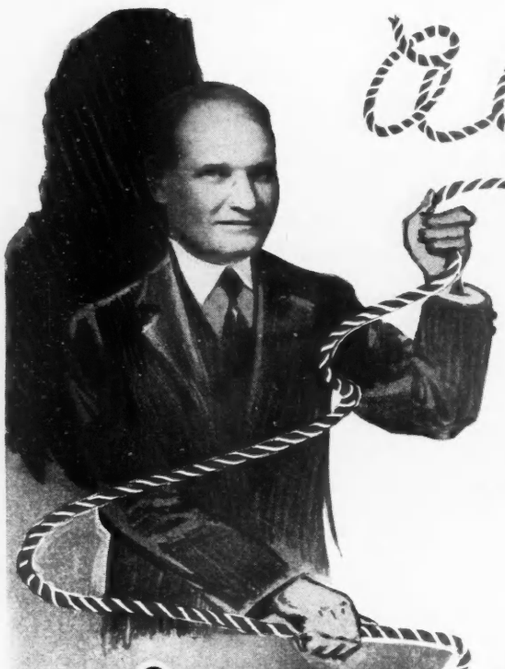
Two more wheels on a truck make it possible to add two more brakes. This feature was not, at first, considered of much importance. Now it is a strong point for third axles.

Most of the third axles are used for carrying loads and braking, but not for driving and therefore do not invade the territory of the tandem drive six wheelers. Four-wheel drive is provided by several third axle makers by coupling the driving wheels to the extra wheels by chain and sprockets on each side or by a carry-over gear drive from one axle to the other, as in the Warford.

Concrete Mixers Abstract Greater Profits for Users

CONTINUED FROM PAGE 25

average cost of materials for this concrete is $4.95 per cu. yd., which gives an average spread between material cost and selling price of $2.65. This figure must cover costs of production and hauling and yield a profit. A summary of the production and trucking costs gives the following averages: production, $0.55; trucking, 4-mile haul, $1.18, or a total production and haul cost of $1.73, which deducted from the spread of $2.65 leaves an average gross profit per cu. yd. of $0.92.



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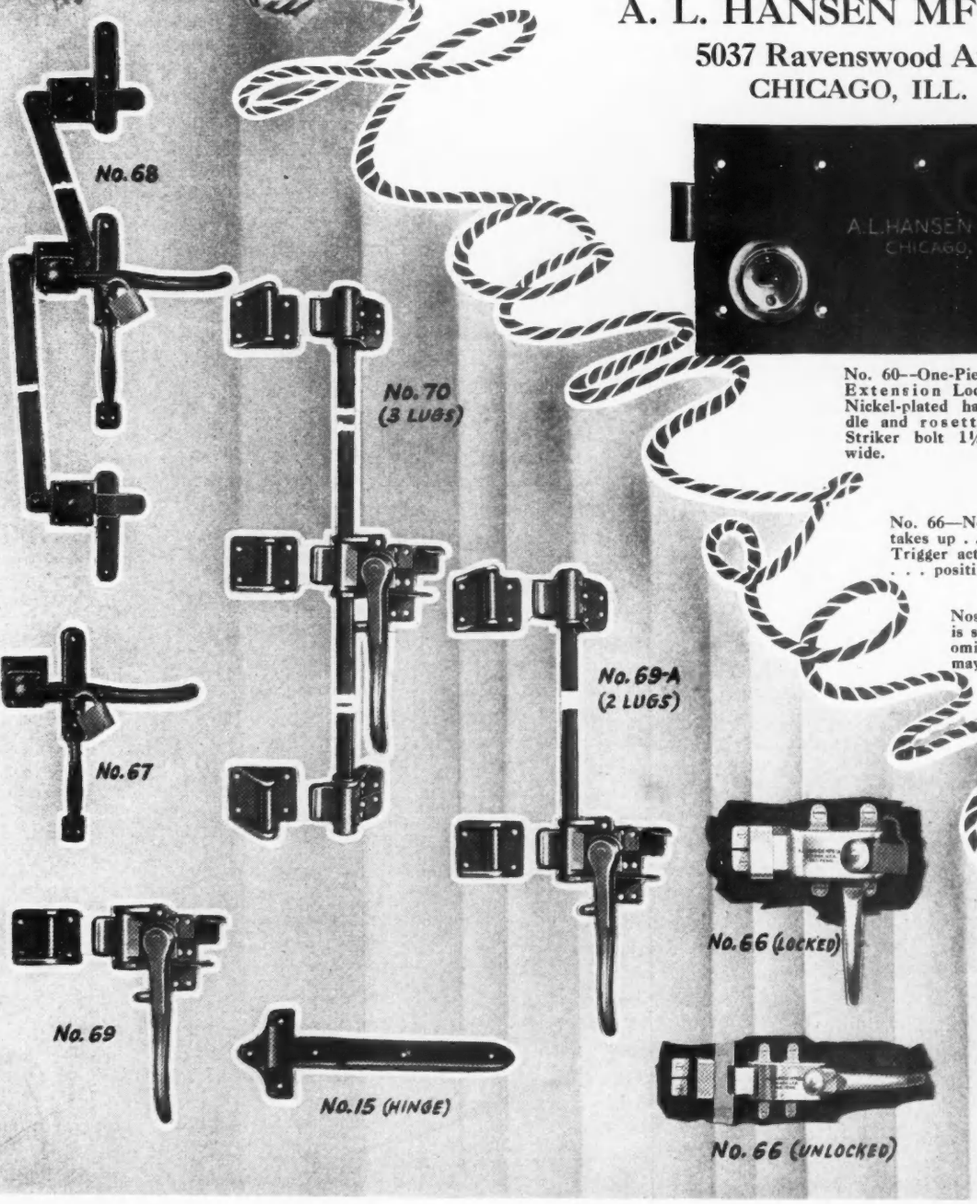
Nos. 67 and 68—The No. 67, for small doors, is same as No. 68, except that inside rods are omitted. Inside galvanized rods on No. 68 may be cut to any length.

Nos. 69, 69-A, 70 and 70-D—All outside types. Nos. 69 (one lug), and 69-A (two lugs) are adaptations of the No. 70 (three lugs). The No. 70-D (three lugs) is for double doors. All use lug-leverage operating principle.

No. 15—Hinge. Malleable iron. Holds heaviest doors securely.



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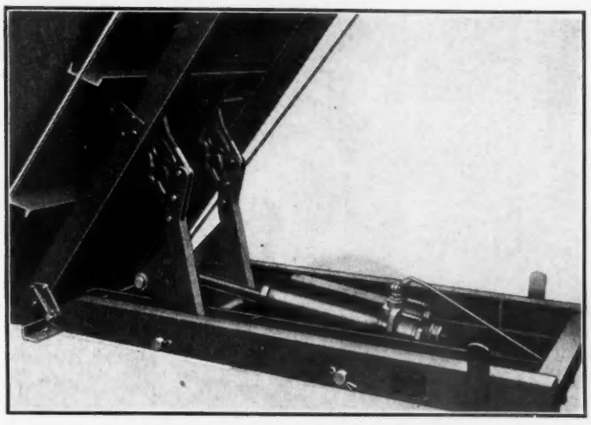
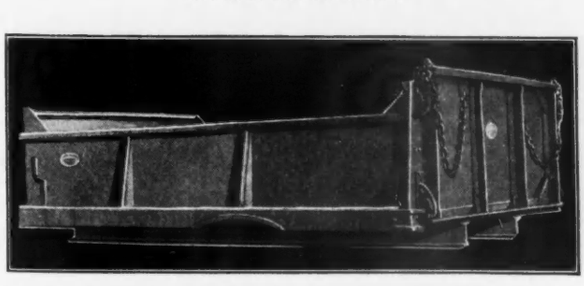


A few Galion Hoist features include: Patented equalizing lift arms and links; extremely low oil pressure; elimination of all threaded pipe line connections; and heavy rugged unit type sub-frame construction.



To insure rugged strength and a greater degree of dependability, Galion Allsteel Dump Bodies are built of a special 8 and 10 gauge high carbon steel strongly welded together. Sturdy reinforcements prevent buckling and bending.

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COMMERCIAL CAR JOURNAL'S

CORRECTIONS ARE MADE EACH MONTH FROM DATA SUPPLIED DIRECT BY TRUCK MAKERS +

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	MAJOR UNITS — ENGINE Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	A.C.F.....160	6	6950	186	222	23600	10170	B9.75/22	B9.75/22	HaS 160	6-4¼x5½	BL 1714	U 4	Op	Tim 76730	2F	R	7.46	52.7	8x3	P
2	.....175B	6½	8300	186	222	24300	10750	B10.50/22	B10.50/22	HaS 175	6-5x6	BL 714	U 4	Op	Tim 76730	2F	R	7.46	38.6	8x3	P
3	.....175A	7½	8800	186	240	28300	11610	B10.50/24	B10.50/24	HaS 175	6-5x6	BL 714	U 4	Op	Tim 79730	2F	R	7.48	38.7	8x3	P
4	Am. LaF. Big Ch.16	5	6725	226	242	24000	10000	P40x8	DP40x8	Own	6-4½x6	Own	A 4	No	Own 16R	2F	R	6.13	33.0	9¾x2½x¼	T
5	Armleder.....11Ha	2–3	1570	156	195	.....	4070	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	Fu WOBB	U 4	No	Tim 53200H	BF	H	5.83	31.2	6x3x¼	P
6	.....21Ha	2½–4	2185	160	207	.....	4783	B8.25/20	DB8.25/20	Her WXB	6-3¾x4½	Fu MLU	U 4	No	Tim 54200H	BF	H	6.06	38.5	6x3x¼	P
7	.....31Ha	3½–5	2745	146	213	.....	5838	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim 56200H	BF	R	6.02	39.2	7x3x¼	P
8	.....41Ha	4–5½	3050	134	227	.....	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim 58200H	BF	R	6.83	43.8	7x3x¼	P
9	.....61Ha	5–7	3625	134	227	.....	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu MGU	U 4	No	Tim 65706H	WF	R	8.5	55.2	8¼x3x⅞	P
10	.....71Ha	7–9	4595	138	235	.....	7800	B10.50/20	DB10.50/20	Her YXC	6-4⅝x4¾	Fu VUOG	U 5	No	Tim 65704H	WF	R	8.5	55.2	8¼x3x⅞	P
11	.....TRHA	10	3645	148	174	.....	6250	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu VUOG	U 5	No	Tim 58200H	BF	R	7.8	55.1	7x3¼	P
12	.....TRDA	10	3895	148	174	.....	6450	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu VUOG	U 5	No	Wis 8837AL	2F	R	7.8	56.8	7x3¼	P
13	Atterbury.....A	1	1095	132	145	7000	3400	P30x5	P30x5	Lyc WTG	6-3x4¾	Wa T9	U 4	...	Tim 51000H	B	H	6.20	39.7	5¾x3⅜x¼	N
14	.....K	1½	1595	145	160	8000	3640	P32x6	P32x6	Lyc WTG	6-3x4¾	Wa T9	U 4	...	Tim 52200H	B	.	6.50	39.7	5¾x3⅜x¼	N
15	.....G	2	1985	160	160	10000	3955	P32x6	DP32x6	Lyc 4SL	6-3¼x4½	Co F4B	U 4	...	Tim 54200H	B	H	6.80	45.1	5¾x3⅜x¼	N
16	45	2–2½	2375	175	188	12000	5300	B7.50/20	DB7.50/20	Lyc ASD	6-3⅝x4½	Co W4C	U 4	...	Tim 54200H	B	H	6.80	39.8	7x3¼x¼	N
17	50	2½–3	2950	189	202	14000	5800	B8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	Co W4C	U 4	...	Tim 56200H	B	H	7.40	43.3	7x3¼x¼	N
18	.....R	3	3700	173	199	16040	7250	P34x7	DP34x7	Con 18R	6-4x4½	BL	U 4	No	Tim 65001H	WF	H	7.1	37.4	7x3¼x¼	C
19	60	3	3150	190	215	16000	6000	B9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	CoW4C	U 4	...	Tim 58200H	B	H	7.80	45.6	7x3¼x¼	N
20	65	3–3½	4050	209	221	18500	7800	B9.00/20	DB9.00/20	Con 18R	6-4x4½	BL 51-5	U 4	...	Tim 65200H	W	R	7.50	40.1	8x3¼x¼	N
21	70	3½–4	4650	222	222	23000	8400	B9.75/20	DB9.75/20	Con 20R	6-4½x4¾	BL 51-5	U 5	...	Tim 65720H	W	R	8.50	62.9	8x3¼x¼	N
22	C	3½	4750	186	220	19315	8300	B36x8	DP36x8	Con 20R	6-4½x4¾	BL	U 4	No	Tim 65706D	WF	H	7.25	38.8	8x3¼x¼	C
23	100	5–6	5675	223	237	28000	9100	B10.50/20	DB10.50/20	Con 21R	6-4½x4¾	BL 55-7	A 7	...	Tim66720DH	W	R	9.0	85.5	9x3¼x¼	N
24	Autocar.....A	1½–2	3200	150	192	12000	5400	B8.25/20	B8.25/20	Own	6-4x4¾	Ow T	U 4	Op	Own SA	SF	H	5.22	27.9	6½x3x⅞	C
25	.....D	2–2½	3500	140	192	16000	5710	B8.25/20	DB8.25/20	Own	6-4x4¾	Ow T	U 4	Op	Own SD	2F	H	6.27	33.5	8x3x⅞	C
26	(Eng.und.seat) .H	2½–3	4100	114	161	19000	6770	P34x7	DP34x7	Own	4-4½x5½	Ow T	U 4	No	Own H	2F	H	7.67	48.6	7x2½x¼	C
27	" " " HS	3–3½	4600	114	161	24000	7900	P40x8	DP40x8	Own	4-4½x5½	Ow T	U 4	No	Own C	2F	H	8.46	53.6	7x2½x¼	C
28	" " " SHS	3–3½	4800	104	161	24000	7900	P40x8	DP40x8	Own	6-4¼x4¾	Ow T	U 4	No	Own C	2F	H	8.46	53.6	7x2½x¼	C
29	.....N	3–3½	4600	163	242	22000	7990	B9.75/20	DB9.75/20	Own	6-4¼x4¾	Ow T	U 4	Op	Own TE	2F	H	7.09	45.0	8x3x¼	C
30	.....SCH8	3–3½	5100	157	203	24000	8180	B9.75/20	DB9.75/20	Own	6-4¼x4¾	Ow T	U 4	Op	Own C	2F	H	8.57	54.3	9x3x¼	C
31	.....TFA	3½–5	6100	192	242	28000	9300	B10.50/20	DB10.50/20	Own	6-4½x4¾	Ow T	U 4	A 3	Own TF	2F	H	7.20	103	9x3x¼	C
32	C	3½–5	5900	172	186	28000	9705	B10.50/24	DB10.50/24	Own	6-4½x4¾	Ow B	A 4	Op	Own C	2F	H	8.57	52.5	9x3x¼	C
33	.....FE	7	11000	180	234	30000	12300	B10.50/24	DB10.50/24	Ste	6-5¼x6	BL 714	U 4	A 3	Wis 78720W	2F	R	8.9	66.	10½x3x⅞	P
34	Available.....T12	2	1325	Op	Op	11000	3850	B6.50/20	B6.50/20	Wau ZK	6-3⅜x4⅛	W-GT9	U 4	No	Tim 53200H	SF	H	6.6	42.2	6x2x⅞	C
35	.....T20	2–2½	1975	Op	Op	13500	5000	B7 00/20	DB7.00/20	Wau TL	6-3⅜x4⅝	BL 224	U 4	No	Tim 54300H	SF	R	6.8	43.5	6x2¼x⅞	P
36	.....T23	2½	2195	Op	Op	16000	5800	B7.50/20	DB7.50/20	Wau MS	6-3¾x4⅝	BL 314	U 4	No	Tim 56200H	SF	R	7.4	48.8	6x2¼x⅞	P
37	.....T25	2½–3	2650	Op	Op	17000	6000	B8.25/20	DB8.25/20	Wau MS	6-3¾x4¾	BL 314	U 4	No	Tim 58200H	SF	R	7.4	48.8	7x2½x⅝	P
38	.....T30	3	2935	Op	Op	20500	6500	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	BL 51	U 4	No	Tim 58200H	SF	R	7.8	41.7	7x2½x⅝	P
39	.....T35	3–3½	3125	Op	Op	20500	7400	B9.00/20	DB9.00/20	Wau MK	6-4¼x4¾	BL 554	U 4	No	Tim 58200H	SF	R	7.8	54.5	7x2½x⅝	P
40	.....T39	3½	3650	Op	Op	25500	8000	B9.75/20	DB9.75/20	Wau 8RL	6-4⅜x5½	BL 615	U 5	No	Tim 65720H	WF	R	8.5	55.6	7x2½x⅝	P
41	.....T43	3½–4	3850	Op	Op	25500	8150	B9.75/20	DB9.75/20	Wau 8RK	6-4⅜x5½	BL 60	A 7	No	Tim 65720H	WF	R	8.5	80.7	7x2½x⅝	P
42	.....T45	4	4985	Op	Op	27000	8800	B9.75/20	DB9.75/20	Wau 6AB	6-4½x5¾	BL 70-7	A 7	No	Tim 65720H	WF	R	8.5	80.7	7x2½x⅝	P
43	.....T50	5	5350	Op	Op	33000	9800	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 714-703	A 4	A 3	Tim 66720H	WF	R	9.5	90.0	7x2½x⅝	P
44	Brockway.....80C	1½–2	1215	149	168	9500	4075	B6.00/20	DB6.00/20	Con 26B	6-3⅜x4	Wa T9	U 4	No	Tim 53200BY	SF	H	5.66	36.2	5⅝x2⅛x¼	C
45	.....90C	1½–2½	1525	149	168	11500	4355	B6.50/20	DB6.50/20	Con 27B	6-3⅜x4⅝	Wa T9	U 4	No	Tim 54200BY	SF	H	5.83	37.4	7⅛x2⅛x⅜	T
46	.....92C	2	1800	149	168	12500	4450	P32x6	DP32x6	Con 27B	6-3⅜x4⅝	Wa T9	U 4	No	Tim 54200BY	SF	R	5.83	37.4	7⅛x2⅛x⅜	T
47	.....120C	2–3	1990	156	188	15000	5500	P32x6	DP32x6	Con 30B	6-4x4⅛	BL 314 (1)	U 4	No	Tim 54300H	SF	H	5.85	38.5	7½x3x¼	T
48	.....140C	2½–3½	2495	156	200	17500	6100	P32x6	DP32x6	Con 30B	6-4x4⅛	BL 314 (1)	U 4	Op	Wis 4916L	2F	R	6.66	44.5	7½x3x¼	T
49	.....141C	3–4	2935	170	212	19500	6540	P32x6	DP32x6	Con 33B	6-4x4⅛	BL 314 (1)	U 4	Op	Wis 69317L	2F	R	7.0	46.2	8x3x¼	T
50	.....170C	3–4	3150	170	212	19500	7100	P32x6	DP32x6	Con 33B	6-4¼x4¾	BL 554 (1)	U 4	Op	Wis 69317L	2F	R	6.41	46.6	8x3x¼	T
51	.....175C	3–4	3660	170	224	19500	7200	P34x7	DP34x7	Con 34B	6-4¾x4¾	Fu VUOG	U 5	Op	Wis 69317L	2F	R	6.41	46.6	8x3x¼	T
52	.....195C	3½–5	3820	170	224	22000	8100	P34x7	DP34x7	Con 33B	6-4¼x4¾	BL 554 (1)	U 4	Op	Wis 1237H	2F	R	7.2	52.4	8¼x3x⅞	T
53	.....220C	5–7	4560	170	224	25000	8675	P36x8	DP36x8	Con 34B	6-4⅜x4¾	BL 554 (1)	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8¼x3x⅞	T
54	.....260C	7–10	5850	212	240	28000	9000	B10.50/22	DB10 50/22	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1738H	2F	R	8.05	50.7	8¼x3x⅝	T
55	Chevrolet. Ind.Com.	½	355	109	109	4000	1880	B4.75/19	B4.75/19	Own	6-3⅛x3¾	Own Ind	U 3	No	Own Int	S½	U	4.1	13.6	5x2¼x⅝	C
56	(2).....Utility	1½	520	131	131	7400	2375	P30x5	P30x5	Own	6-3⅛x3¾	Own	U 4	No	Own	S½	U	5.43	33.5	6x2⅜x⅜	L
57	.....UL Dual	1½	575	157	157	8200	2890	P30x5	DP30x5	Own	6-3⅛x3¾	Own	U 4	No	Own	S½	U	5.43	33.5	7x2⅜x⅜	C
58	Chicago.....1-15-E	2	1395	150	174	11500	4200	B6.50/20	DB6.00/20	Wau ZK	6-3⅜x4⅛	BL 224	U 4	No	Tim 53200H	BF	R	6.6	40.9	7x4x¼	P
59	.....1-25-E	2½	1885	160	208	13500	5100	B7.00/20	DB7.00/20	Wau TK	6-3⅜x4⅜	BL 224	U 4	No	Tim 54200H	BF	R	6.8	42.0	7x4x¼	P
60	.....1-30-E	3	2250	160	208	15500	5400	B7.50/20	DB7.50/20	Wau MK	6-4¼x4¾	BL 4-314	U 4	No	Tim 56200H	BF	R	6.2	41.0	7x4x¼	P
61	.....1-35-F	4	2600	160	208	17500	5800	B8.25/20	DB8.25/20	Wau MK	6-4¼x4¾	BL 314	U 4	No	Tim 58200H	BF	R	6.8	44.9	7x4x¼	P
62	.....1-50-B	6	3950	140	236	24000	7780	B9.75/20	DB9.75/20	Wau 6SRL	6-4¾x5⅛	BL 60 Max	A 7	No	Tim 65720H	WF	R	7.75	73.6	6x3½x1¼	C
63	Coleman.....C30	2–2½	3550	120	144	12800	7200	B9.00/20	B9.00/20	Bud DW6	6-3¾x5	Fu GU14	U 4	A 2	Wis	2F	.	8.05	154	10x2½x⅞	C
64	.....C40	3	4950	130	180	17000	8000	B9.75/24	B9.75/24	Bud DW6	6-3¾x5	Fu RU16	U 4	A 2	Wis	2F	H	8.33	159	12x2½x⅝	C
65	.....D-40XX	3½–5	5250	130	184	21100	9100	B10.50/24	B10.50/24	Bud BA6	6-4½x5½	Fu RU16	U 4	A 2	Wis	2F	H	8.33	159	12x2½x1⅛	C
66	.....X100	5–6	7200	144	184	24300	10600	P10.50/24	P10.50/24	Bud BA6	6-4½x5½	Fu RU16	U 4	A 2	Wis 122	2F	H	8.54	140	14x2⅝x1⅛	C
67	.....X100F	5–7½	7800	144	184	29800	10800	B10.50/24	B10.50/24	Bud GF6	6-4¾x6	Fu HU16	U 4	A 2	Wis 122	2F	H	8.54	175	14x2⅝x1⅛	C
68	.....F200	7½	9700	144	148	32000	13000	B10.50/24	DB10.5/24	Sterling	6-5¼x6	BL 714	U 4	A 2	Wis HD	2D	H	8.5	180	16x3x1¼	C
69	Commerce—see Gar ford																				
70	Concord.....GX-6	2–2½	3000	163	185	11640	5140	P32x6	DP32x6	Bud DW6	6-3¾x5	BL 35	U 4	No	Wis 4610	RF	H	6.8	36.4	6x3x¼	C
71	.....JX-6	2½–3	4200	154	174	17200	6700	P34x7	DP34x7	Bud DW6	6-3¾x5	BL 51	U 4	No	Tim 65706D	WF	R	9.3	49.7	7x3x½	C
72	.....JLX-6	3–3½	4500	202	222	19400	7000	P34x7	DP34x7	Bud BA6	6-4½x5½	BL 51	U 4	No	Tim 65706D	WF	R	6.1	32.6	7x3x½	C
73	Condor.....CAV6	1–1½	825	131	180	8000	3550	B6.00/20	B6.50/20	Con 25A	6-3⅜x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¼x¼	C
74	.....CBV4	1½–2	885	131	210	10000	3525	B6.00/20	DB6.50/20	Con W10	4-3⅞x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¼x¼	L
75	.....CB	1½	1460	140	174	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	Cov A4J	U 4	No	Tim 54200H	BF	H	5.83	37.1	6x2¼x¼	C
76	.....CCV4	2–3	1085	131	210	12000	3900	B6.50/20	DB6.50/20	Con W20	4-4¼x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¼x¼	V
77	.....CCV6	2–3	1230	131	210	12000	4150	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅜	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	V
78	CC	2–3	1760	160	224	14000	4800	B7.00/20	DB7.00/20	Lyc AS	6-3⅜x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	31.0	7x2½x¼	C
79	.....CD	2½–4	1950	160	224	17000	5200	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	5.2	31.7	7x2½x¼	C
80	.....CE	3–4½	2530	160	224	20000	5950	B8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	BL 554	U 4	No	Tim 58200H	BF	H	5.57	35.6	12x2½x¼	P
81	.....CEB	3	3590	190	190	17000	7200	B7.50/20	DB7.50/20	Con 20R	6-4½x4¾	Co Rus-4	U 4	No	Tim 58200H	BF	H	4.55	29.1	8¼x3¼x¼	L
82	.....CGB	4–6	4345	190	210	20000	7710	B8.25/20	DB8.25/20	Con 21R	6-4⅝x4¾	BL	U 4	No	Wis 69317	2F	H	4.3	27.9	8¼x3¼x¼	L
83	.....CHB	5	6545	210	236	24000	10100	B9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	Fu HU16	U 4	No	Wis12527KW	2F	H	4.00	25.2	8¼x3¼x¼	L
84	.....CGW	5–7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con21R	6-4⅝x4¾	BL	U 4	No	Wis 1627K	2F	H	6.3	41.	7½x3x¼	L
85	Corbitt(3).....7B6	1½	1705	150	170	8500	3410	P32x6	P32x6	Con 18E	6-3⅜x4	BL 214	U 4	No	Tim 52200H	BF	H	5.8	29.0	5½x2½x¼	T
86	.....8B4	1½	980	134	134	8500	3200	B6.00/20	P32x6	Con W10	4-3⅞x4¼	Ow	U 4	No	Own	SF	H	5.4	38.4	5½x3x¼	P
87	.....8B6	1½	1080	136	136	8500	3275	B6.00/20	P32x6	Con 25A	6-3⅜x4	Ow	U 4	No	Own	SF	H	5.4	38.4	5½x3x¼	L
88	.....10B6	1½–2	1310	.....	.....	10100	.....	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	BL 214	U 4	No	Tim 53200	SF	H	Op	Op	5½x3½x¼	T
89	.....9B6	1½–2½	2185	152	183	11900	4200	P32x6	DP32x6	Con 16C	6-3⅜x4⅝	BL 224	U 4	No	Tim 54200H	BF	H	5.57	27.8	7x3½x¼	T
90	.....12B6	2–3	3060	163	220	14700	4870	B7.50/20	DB7.50/20	Con E600	6-3¼x4½	BL 314	U 4	No	Tim 56200H	BF	H	Op	Op	7x3½x¼	T
91	.....12W6	2–3	2950	165	220	14700	4910	B7.50/20	DB7.50/20	Con E600	6-3¼x4½	BL 314	U 4	No	Tim 64800H	WF	H	Op	Op	7x3½x¼	T
92	.....15B6	2½–3½	3740	174	220	17500	5870	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 514	U 4	No	Tim 58200	BF	H	Op	Op	7x3½x¼	T
93	.....15W6	2½–3½	3850	183	224	17500	6160	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 514	U 4	No	Tim 65200	w/2	H	Op	Op	7x3½x¼	T
94	18	2½–4	4400	178	230	21600	8100	P36x8	DP36x8	Con E602	6-4½x4½	BL 51	U 4	No	Tim 65706H	w/2	H	Op	Op	8x3½x¼	T
95	24	3½–5	5115	195	230	24800	9200	B9.75/20	DB9.75/20	Con 20R	6-4⅝x4¾	BL 60	A 7	No	Tim66704DH	w/2	H	Op	Op	8x3½x¼	T
96	33	5–7½	6160	195	230	33200	10000	P40x10	DP40x10	Con 21R	6-4⅝x4¾	BL 60 Max	A 7	No	Tim68720TW	w/2	H	Op	Op	8x3x⅞	T
97	.....(T)10B6T	3–5	1650	.....	.....	10100	.....	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅜	BL 224	U 4	No	Tim 53200H	SF	H	Op	Op	5½x3½x¼	T
98	.....(T) 9B6T	4–6	2600	.....	.....	11900	.....	B7.50/20	DB7.50/20	Con E600	6-3¼x4½	BL 324	U 4	No	Tim 54200H	BF	H	Op	Op	7x3½x¼	T
99	.....(T)12B6T	4–7	3465	.....	.....	.....	.....	B8.25/20	DB8.25/20	Con E602	6-4½x4½	BL	U 4	No	Tim 56200	BF	H	.	.	7x3½x¼	T
100	.....(T)15B6T	5–8	4875	.....	.....	17500	.....	B9.00/20	DB9.00/20	Con 20R	6-4½x4¾	BL 525	U 5	No	Tim 58200	BF	H	Op	Op	7x3½x¼	T
101	.....(T)18D6T	8–10	5500	.....	.....	21600	.....	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	BL 615	U 5	No	Tim 75708H	2	H	Op	Op	8x3½x¼	T
102	.....(T)24D6T	10–15	6500	.....	.....	24800	.....	B10.50/20	DB10.50/20	Con 16H	6-4¾x5¾	BL 7212	U 4	A 3	Tim 66720W	2	H	Op	Op	8x3x⅞	C

TRUCK SPECIFICATIONS TABLE

+ FOR MEANING OF ABBREVIATIONS AND EXPLANATION OF REFERENCE MARKS SEE PAGE 74

Line Number	ENGINE DETAILS													FUEL SYST.		ELEC-TRICAL					FRONT AXLE		BRAKES				BODY MOUNTING DATA			SPRINGS		
									MAIN BEARINGS														SERVICE									
	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Number and Diameter	Length	Oiling System Type	Governor Make	Carburetors Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Make and Model	Steering Gear Make	Make, Location and Type	Lining Area	Drum Material	Hand Type, Location	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type
1	468	4.4	322	43.3	120–2200	H	C	A	4–2¾	10⅜	CC	Ha	Zen	V	DR	DR	P.BL	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
2	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅛	CC	Ha	Zen	M	DR	DR	dpLo	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
3	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅛	CC	Ha	Zen	M	DR	DR	dpLo	Lo	Spi	Tim 27451	Ros	O4IA	816	A	CD	172	102	33½	42x3	56x4	½
4	572	4.5	360	48.6	115–1600	L	G	C	4–3	10½	FP	On	Zen	V	DR	DR	P.BL	Ow	Own	Own 16R	Own	O4IA		P	TX	Opt	Opt	33	44x3	56x3	½
5	248	5.0	150	27.3	65–2600	L	G	C	7–2⅜	10⅜	PC	....	Zen	M	DR	DR	P.BB	Yo	Spi	Tim 30000H	Ros	L4IH	380	G	TX	Opt	Opt	31½	40x2¼	50x3	½
6	298	4.7	192	33.7	66–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.BB	Yo	Spi	Tim 12703H	Ros	L4IHV	452	G	TX	Opt	Opt	31½	40x2½	50x3	½
7	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim 33020H	Ros	L4IHV	578	G	TX	Opt	Opt	31½	40x2½	62⅝x2½	N
8	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim 33020H	Ros	L4IHV	658	G	TX	Opt	Opt	31½	40x2½	62⅝x2½	N
9	360	4.7	238	40.3	80–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu 5572	Ros	L4IHV	768	G	TX	Opt	Opt	31½	41x2½	62⅝x2½	N
10	428	4.7	280	46.	93–2200	L	G	C	7–3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu 637	Ros	L4IHV	893	G	TX	Opt	Opt	31½	41x2½	62⅝x3	N
11	478	4.7	318	51.2	103–2200	L	G	C	7–3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim 14703	Ros	L4IHV	658	G	TX	Opt	Opt	31½	41x2½	62⅝x3	N
12	478	4.4	318	51.2	103–2200	L	G	C	7–3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim 14703	Ros	L4IHV	658	G	TX	Opt	Opt	31½	41x2½	62⅝x3	N
13	201	5.4	140	21.6	64–2800	L	G	C	4–2⅜	....	CC	....	Zen	G	DR	DR	P.BB	Fe	Spi	Tim 11710H	Gem	L4IH	424	p	....	96	53½	34	38x2¼	50x2½	N
14	201	5.4	140	21.6	64–2800	L	G	C	4–2⅜	....	CC	....	Zen	G	DR	DR	P.BB	Fe	Spi	Tim 11710H	Ros	L4IH	437	p	....	118	66½	34	38x2¼	50x2½	N
15	224	4.7	146	25.3	62–2800	L	G	C	4–2⅜	....	CC	....	Zen	G	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	450	p	....	142	81½	34	38x2½	50x7½	..
16	278	4.9	188	31.6	85–3000	L	G	C	4–2⅝	....	CC	....	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	450	e	....	149	92	34	39x2½	56x3	..
17	298	4.9	188	33.7	85–2800	L	G	C	4–2⅝	....	CC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 33010H	Ros	L4IH	540	e	....	173	105	34	39x2½	56x3	..
18	346	4.2	212	38.4	82–2400	H	C	B	7–2¾	12⅛	PC	Ha	Zen	V	DR	AL	D.BL	Yo	Spi	Tim 14703H	Ros	L4IHV	275	p	TD	148½	90½	34	41½x3	54x3½	¼
19	298	4.9	188	33.7	85–2800	L	G	C	4–2⅝	....	CC	Ha	Zen	M	AL	AL	D.BL	Pe	Spi	Tim 33010H	Ros	L4IH	657	e	....	173	106	34	39x2½	56x3	..
20	339	4.2	212	38.4	81–2500	H	C	C	7–2¾	....	FP	Ha	Zen	V	AL	AL	D.BL	Pe	Spi	Tim 35000H	Ros	L4IH	657	e	....	197	119	34	40x3	56x3	..
21	380	4.2	231	40.8	87–2400	H	C	C	7–2¾	....	FP	Ha	Zen	V	AL	AL	D.BL	Pe	Spi	Tim 35000H	Ros	L4IH	765	e	....	221	132	34	40x3	56x3½	..
22	381	4.2	238	40.8	82–2400	H	C	B	7–2¾	12⅛	PC	Ha	Zen	V	DR	AL	D.BL	Yo	Spi	Tim 15302	Ros	T2IMV	509	e	RI	169½	103½	34	41½x3	54x3½	¼
23	428	4.2	270	45.9	101–2400	H	C	C	7–2¾	....	FP	Ha	Zen	V	AL	AL	D.BL	Pe	Spi	Tim 26450H	Ros	L4IH	864	e	....	221	133	34	40x3	56x4	..
24	358	5.2	240	38.4	82–2400	L	G	C	7–3	13¼	FP	Pe	Str	V	DR	DR	dpLo	Pe	Spi	Tim 14703H	Ros	LO4IDV	460	e	2I	115¼	63⅝	34	40x2½	54x3	N
25	358	5.2	240	38.4	82–2400	L	G	C	7–3	13¼	FP	Pe	Str	V	DR	DR	dpLo	Pe	Spi	Tim 14703H	Ros	LO4IDV	460	e	2I	115¼	63⅝	34	40x2½	54x3	½
26	350	5.1	218	32.4	45–1450	L	G	A	2–2¾	....	SP	Bf	Str	G	AB	LN	dpLo	Ow	Spi	Own J	Ros	O2IM	434	e	2I	135½	76	34½	41x2¼	53x3	½
27	350	5.1	218	32.4	45–1450	L	G	A	2–2¾	....	SP	Bf	Str	G	AB	LN	dpLo	Ow	Spi	Own J	Ros	O2IM	516	e	2I	135½	76	34½	41x2¼	53x3	½
28	404	5.1	271	43.4	92–2400	L	G	C	7–3	14½	FP	Pe	Str	V	DR	LN	dpLo	Ow	Spi	Own J	Ros	O2IM	516	e	2I	135½	76	34½	41x2¼	53x3	½
29	404	5.1	271	43.4	92–2400	L	G	C	7–3	14½	FP	Pe	Str	V	DR	LN	dpLo	Ow	Spi	Tim 35000D	Ros	LO4IDV	574	e	FD	150	86½	34½	40x2½	54x3	½
30	404	5.1	271	43.4	92–2400	L	G	C	7–3	14½	FP	Pe	Str	V	DR	LN	dpLo	Ow	Spi	Own J	Ros	LO4IDV	502	e	FD	133⅛	74⅜	34½	41x2½	53x3	½
31	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Pe	Str	V	DR	LN	dpLo	Ow	Spi	Tim 26450	Ros	LO4IDV	602	e	TD	175½	105	34½	42½x3	54⅜x4	½
32	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Pe	Str	V	DR	LN	dpLo	Ow	Spi	Own CL	Ros	LO4IDV	670	e	TD	158⅞	88½	34½	42½x3	54⅜x4	½
33	780	4.6	475	66.1	156–1800	L	G	A	7–3	16⅛	FP	St	Ze2	M	NE	LN	dpBL	GO	Spi	Tim27450TW	Ros	T4IA	674	e	FD	146	84	34¼	42½x3	54⅜x4	½
34	221	4.9	144	27.3	63–3000	L	G	C	4–2⅜	6⅞	FP	No	Sch	M	DR	DR	P.Jo	Ch	Blo	Tim 30000H	Ros	L4IH	269	D	TX	Opt	Opt	31¾	38x2¼	48x2½	½
35	255	5.1	175	27.3	69–2600	L	G	C	4–2⅝	7⅝	FP	No	Sch	M	DR	DR	D.BL	Ch	Blo	Tim 31000H	Ros	L4IH	330	E	TX	Opt	Opt	31¾	38x2¼	50x3	½
36	315	4.6	200	33.8	73–2300	L	G	C	7–2⅝	12½	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 33000H	Ros	L4IH	330	E	TX	Opt	Opt	31¾	38x2¼	50x3	½
37	315	4.6	200	33.8	73–2300	L	G	C	7–2⅝	12½	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 35000H	Ros	L4IH	330	E	TX	Opt	Opt	32	40x2½	50x3	½
38	358	4.4	230	38.4	80–2500	L	G	C	7–2⅝	12½	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 35000H	Ros	L4IH	576	E	FD	Opt	Opt	32	40x2½	50x3	½
39	381	4.4	242	40.8	85–2500	L	G	C	7–2⅝	12½	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 35000H	Ros	L4IH	576	E	FD	Opt	Opt	32	40x2½	50x3	½
40	462	4.5	305	45.9	102–2400	L	G	C	7–3	13⅛	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 35000H	Ros	L4IH	665	E	FD	Opt	Opt	32	40x2½	50x3	½
41	517	4.5	335	51.3	110–2300	L	G	C	7–3	13⅛	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 35000H	Ros	L4IH	665	E	FD	Opt	Opt	32	40x2½	50x3	½
42	549	4.5	330	48.6	100–2000	L	G	C	4–3½	11⅜	CC	Wa	Sch	M	DR	DR	D.BL	Yo	Blo	Tim 26450H	Ros	L4IHV	492	E	FD	Opt	Opt	32	40x2½	50x3	½
43	677	4.4	440	60.0	125–1900	L	G	C	4–3½	11⅜	CC	Wa	Str	M	DR	DR	D.BL	Yo	Blo	Tim 26450H	Ros	L4IHV	487	E	FD	Opt	Opt	32	40x2½	50x3	½
44	214	4.9	136	27.3	71–3200	L	C	A	4–2⅜	6⅜	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 4002	Ros	CB4IM	248	G	TX	113	67	34	37x2¼	52x2½	½
45	248	4.9	150	27.3	70–3200	L	C	C	7–2⅝	10⅛	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 4002	Ros	CB4IM	280	G	TD	113	67	34	37x2¼	52x2½	½
46	248	4.9	150	27.3	70–3200	L	C	C	7–2⅝	13⅛	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 4002	Ros	CB4IM	280	G	TD	113	67	34	37x2¼	54x3	½
47	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅛	CC	No	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A2	Ros	L4IH	353	G	CD	108	69	34	40x2½	54x2½	½
48	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A2	Ros	L4IHV	386	G	CD	108	69	34	40x2½	54x3	½
49	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B	Ros	L4IHV	380	G	CD	142	84	34	40x2½	54x3	½
50	381	4.4	246	40.8	89–2200	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B	Ros	L4IHV	380	G	CD	142	84	34	40x2½	54x3	½
51	427	4.2	268	45.9	100–2200	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B-26	Ros	L4IHV	380	G	CD	142	84	34	40x2½	54x3	½
52	381	4.4	246	40.8	89–2200	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B-26	Ros	L4IHV	471	G	CD	142	84	34⅛	40x2½	54x3	½
53	427	4.2	268	45.9	100–2200	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5592B-12	Ros	L4IHV	546	G	CD	142	84	34⅛	40x2½	54x3	½
54	501	4.3	340	48.6	120–2200	H	C	N	7–2¾	13⅜	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu	Ros	L4IHV	546	G	CD	210	125	34⅛	40x2½	54x3	½
55	194	5.2	133	26.3	53–2800	H	G	C	3–2⅛	5⅛	PG	No	Car	P	DR	DR	P.Ow	Ha	Own	Own Ind.	Own	O4IM	101	p	2I	....	28½	..	36x1¾	54x1¾	N
56	194	5.2	133	26.3	53–2800	H	G	C	3–2⅛	5⅛	PG	No	Car	P	DR	DR	P.Ow	Ha	Own	Own	Own	O4IM	170	p	2I	86¾	51⅛	37	..	..	..
57	194	5.2	133	26.3	53–2800	H	G	C	3–2⅛	5⅛	PG	No	Car	M	DR	DR	P.Ow	Ha	Own	Own	Own	O4IM	170	p	2I	112⅛	77¼	37	36x1¾	45x2½	N
58	294	4.9	147	27.3	61–2800	L	G	C	4–2⅜	6⅞	FP	No	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	169	p	TX	Opt	Opt	33½	41½x2½	54x3	N
59	294	..	199	31.5	79–2700	L	G	C	....	....	FP	Wa	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	281	e	TX	Opt	Opt	33½	41½x2½	54x3	N
60	381	4.4	242	40.8	85–2500	L	G	C	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	328	e	TX	Opt	Opt	33½	41½x2½	54x3	N
61	381	4.4	242	40.8	85–2500	L	G	C	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 33020H	Ros	L4IHV	394	e	TX	Opt	Opt	33½	41½x2½	56x3	N
62	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅞	FP	Wa	Str	M	AL	AL	D.BL	Ch	Spi	Tim 26450	Ros	L2IH	311	e	TD	Opt	Opt	34	44½x2½	56x3	N
63	331	4.6	200	27.3	73–2400	L	G	C	7–3	9⅞	FP	Bu	Str	V	DR	DR	D.Fu	Pe	Spi	Wis C15	Ros	L4IH	....	G	FD	108	78	30	48x3	48x3	C
64	330	4.6	200	33.7	73–2400	L	G	C	4–2½	9	FP	No	Str	V	DR	DR	D.Fu	Pe	Spi	Wis	Ros	W2/41M	....	P	TD	144	89	30	48x3	48x3	C
65	411	5.3	273	40.8	105–2200	L	G	C	4–2½	9⅞	FP	Bu	Str	V	DR	DR	D.Fu	Pe	Spi	Wis C25	Ros	W2/41M	....	P	TD	144	89	30	48x3	48x3	C
66	411	5.3	273	40.8	105–2200	L	G	C	4–2½	9⅞	FP	Bu	Str	V	DR	DR	D.Fu	Pe	Spi	Wis 122F	Ros	W2/41M	....	G	TD	168	105	30	48x3½	52x3½	C
67	638	4.9	410	54.1	126–1850	L	G	C	4–3	10⅛	FP	Bu	Str	V	DR	DR	D.Fu	Pe	Spi	Wis 122F	Ros	W2/41M	....	G	TD	168	105	30	48x3½	52x3½	C
68	779	4.3	475	66.1	177–2200	L	G	A	7–3	13½	FP	St	Sch	P	NE	NE	BL	Pe	Spi	Wis HD	Ros	O2/41A	....	G	TD	Opt	Opt	34	48x4	52x4	..
69																																
70	330	4.6	205	33.7	73–2100	L	G	C	4–2½	9	PC	No	Zen	V	AL	AL	D.BL	Ow	Blo	Tim 15300	Ros	W2IMV	370	G	TD	Opt	85	32¼	36x2½	46x2½	½
71	330	4.6	205	33.7	73–2100	L	G	C	4–2½	9⅞	PC	No	Zen	V	AL	AL	D.BL	Ow	Blo	Tim 15300	Ros	T2IMV	248	p	TD	Opt	80	32¼	38½x2½	50x3½	½
72	411	4.7	270	40.8	85–2000	L	G	C	4–2½	9⅞	PC	No	Zen	V	AL	AL	D.BL	Ow	Blo	Tim 15300	Ros	T2IMV	248	p	TD	Opt	118¼	32¼	38½x2½	50½x3	½
73	214	5.3	142	27.4	71–3200	L	C	A	4–2⅜	6⅜	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
74	200	4.7	121	24.0	50–2800	L	C	A	3–2⅛	5⅞	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
75	224	4.7	146	25.3	61–2900	L	G	C	4–2⅜	8⅛	PC	Mo	Zen	V	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	249	p	FD	94	60¾	34	40x2½	50x2½	½
76	227	4.7	136	27.2	55–2400	L	G	C	3–2⅛	5⅞	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	269	p	FD	81	51¾	34	26x2¼	45x2½	½
77	248	5.0	150	27.2	70–3000	L	C	C	7–2⅜	10	FP	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
78	278	4.7	182	31.5	85–3300	L	G	A	4–2⅜	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
79	299	5.0	198	33.7	85–2800	L	G	C	4–2⅜	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Col 5500	Ros	L4IHV	330	e	FD	120	77¼	34	42x2¼	56x3	½
80	354	4.8	245	36.2	98–2700	L	G	A	4–2¾	10	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Col 5500	Ros	L4IHV	375	e	FD	127	74¼	34	42x2¼	56x3	½
81	381	4.3	238	40.8	88–2400	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Eat 423	Ros	L4IHV	375	e	FD	156	90	41⅛	44x2½	60x3	½
82	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Eat 423	Ros	L4IHV	375	e	FD	176¼	119¼	41¼	44x2½	60x3	½
83	611	4.1	382	54.1	127–2300	L	G	A	7–3	13⅛	PC	Pe	Zen	M	AL	AL	D.Fu	Pe	Blo	Tim	Ros	T4IA	576	e	FD	198⅛	141⅛	41⅛	44x3	60x4	½
84	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 27450	Ros	4IA	576	e	FD	128⅛	73⅞	36	46x3	58x3½	½
85	214	..	142	27.3	61–3000	L	C	A	7–2⅜	8⅛	FP	No	Zen	O	DR	DR	P.BL	Pe	Spi	Tim 11703H	Ros	L4IH	380	p	TX	Opt	Opt	34	38x2½	50x2½	½
86	200	4.7	125	24.0	49–2800	L	C	A	3–2⅛	5⅞	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own	Ros	L4IH	377	p	TX	96	53	34	38x2¼	50x2½	N
87	214	4.9	142	27.3	61–3000	L	C	A	4–2⅜	6⅛	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own	Ros	L4IH	377	p	TX	96	55	34	38x2¼	50x2½	N
88	214	4.9	142	27.3	61–3000	L	C	A	4–2⅜	6⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IH	380	p	TX	Opt	Opt	34	38x2¼	50x2½	½
89	248	5.0	150	27.3	65–2700	L	C	C	7–2⅜	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	452	A	TX	Opt	Opt	34	38x2¼	54x3	½
90	288	4.6	180	32.6	72–2500	L	C	C	7–2⅜	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	A	TX	134	82	34	40x2½	54x3	½
91	288	4.6	180	32.6	72–2500	L	C	C	7–2⅜	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	A	TX	134	82	34	40x2½	54x3	½
92	318	4.5	200	36.0	80–2500	L	C	C	7–2⅜	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	A	TD	144	88	34	40x2½	54x3	½
93	318	4.5	200	36.0	80–2500	L	C	C	7–2⅜	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	A	TD	144	97	34	40x2½	54x3	½
94	360	4.4	240	40.8	88–2500	L	C	C	7–2¾	12⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	A	TD	132	92	34	40x2½	54x3	½
95	381	4.2	236	40.8	88–2400	H	C	C	7–2¾	13⅛	FP	No	Zen	O	DR	DR	D.BL	Pe	Spi	Tim 26450H	Ros	T4IHV	876	A	2I	162	109	34	46x3	60x3½	½
96	427	4.2	268	45.9	112–2400	H	C	C	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim27450TW	Ros	T4IA	921	A	2I	162	109	34	46x3	56x4	½
97	248	5.0	150	27.3	65–2700	L	C	C	7–2⅜	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IHV	380	p	TX	Opt	Opt	34	38x2¼	50x2½	½
98	288	4.6	180	32.6	72–2500	L	C	C	7–2⅜	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	452	A	TX	Opt	Opt	34	38x2¼	54x3	½
99	360	4.4	240	40.8	88–2500	L	C	C	7–2¾	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	578	A	TD	.....	.....	34	40x2½	54x3	½
100	381	4.2	236	40.8	88–2400	H	C	C	7–2¾	13⅛	FP	No	Zen	H	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	660	A	TD	.....	.....	...	40x2½	54x3	½
101	500	4.2	340	48.6	121–2400	H	C	A	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000A	Ros	L4IHV	768	A	TD	.....	.....	34	40x2½	54x3	½
102	611	4.5	384	54.1	127–2300	L	G	A	7–3	13⅛	FP	No	Zen	M	DR	DR	dpBL	Pe	Spi	Tim 26450W	Ros	Ws41A	921	A	TD	.....	.....	34	46x3	60x3½	½

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS.								FRAME	
									ENGINE		TRANSMISSION		REAR AXLE					
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Mode	Gear and Type	Drive and Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Side Rail Dimensions	Type
1	Day Elder(4)	60 1	825	135	156	6000	3300	B6.00/20	B6.50/20	Con 25A	6-3¾x4	WG T9	U 4	No	Tim 53200H	B¾	H	5.6	36.3	5½x3¾x⅜	C
2		85 1½-2	1395	135	168	8500	3850	B6.00/20	DB6.50/20	Con 16C	6-3⅜x4⅝	WG T9	U 4	No	Tim 53200H	BF	H	6.60	42.3	5⅞x3¾x⅜	C
3		110 2	1825	156	186	11000	4800	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	WG T9	U 4	No	Tim 54200H	BF	H	6.80	44.9	7x3¾x¼	C
4		130 2½	2225	157	199	13000	6600	B7.50/20	DB7.50/20	Con 16R	6-4x4⅛	BL 314	U 4	No	Tim 56200H	BF	H	6.16	40.7	7x4¼	C
5		160 3	2795	156	204	16000	6800	B7.50/20	DB9.00/20	Con 18R	6-4x4½	BL 51	U 4	No	Tim 65200H	WF	R	6.75	36.1	9x3½x¼	C
6		200 4	3295	156	204	20000	7600	B9.00/20	DB9.00/20	Con 18R	6-4x4½	BL 554	U 4	No	Tim 65720H	WF	R	7.75	43.5	9x3½x¼	C
7		240 5	4295	162	202	24000	9500	P38x9	DP38x9	Con 21R	6-4¾x4¾	BL 615	A 4	No	Tim 66720H	WF	R	9.50	50.8	10x3¾x⅜	C
8	Diamond T	216B 1½	795	135	158	8500	3300	B6.50/20	DB6.50/20	Her JXA	6-3⅝x4¼	WG	U 4	No	Cla B375	SF	H	Opt.	Opt	6½x2½x½	T
9		316 2	1195	155	167	11500	4400	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4½	WG	U 4	No	Cla B613	SF	H	Opt	Opt	7x3⅛	T
10		303F 2-2½	1795	160	185	13500	5100	B7.00/20	DB7.00/20	Her WXB	6-3¾x4½	Co	U 4	No	Cla B613	SF	H	Opt	Opt	6½x3¾	B
11		303FB 2-2½	2425	199		13500	6100	B7.50/20	DB7.50/20	Her WXC	6-4x4½	Co	U 4	No	Cla B613	SF	H	Opt	Opt	6½x3¾	C
12		551B 2½-3	2395	168	186	15500	6200	B7.50/20	DB7.50/20	Her WXC	6-4x4½	Co	U 4	No	Tim 58200H	SF	R	Opt	Opt	6½x3¾	C
13		504A 3	2650	166	208	17500	6420	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Co	U 4	No	Wis 69317 BL	2F	R	Opt	Opt	6½x3¾	C
14		(N) 506A 3	2950	174	240	17500	6600	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	Co	U 5	No	Wis 69317 BL	2F	R	Opt	Opt	6½x3¾	P
15		603 3-4	3395	169	230	20000	7540	B9.00/20	DB9.00/20	Her YXC	6-4⅝x4¾	Co	U 5	Op	Wis 1237H	2F	R	Opt	Opt	6½x3¾	P
16		(N) 606B 3-4	3695	179	246	20000	7600	B9.00/20	DB9.00/20	Her RXB	6-4½x5¼	Co	U 5	No	Wis 1237H	2F	R	Opt	Opt	6½x3¾	P
17		750 4-5	4925	178	238	24000	9300	B9.75/22	DB9.75/22	Her RXC	6-4⅝x5¼	Co	A 5	Op	Wis 1627 KW	2F	R	Opt	Opt	7½x3½x⅜	P
18	Differential	DS 2½	3200	160		17000	5100	P34x7	DP34x7	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 56000H	BF	H	6.1	40.2	12x2½x¼	C
19	Dodge Bros.	UF-10 ½	375	109	109	4025	1925	B5.00/19	B5.00/19	Own	4-3⅝x4¾	Own	U 3	No	Own	S½	H	4.66	13.9	5x1¾x⅜	C
20		F-10 ½	445	109	109	4125	1975	B5.25/19	B5.25/19	Own	6-3¼x4¼	Own	U 3	No	Own	S½	H	4.66	13.9	5x1¾x⅜	C
21		¾-1	490	124	124	4760	2260	B6.00/20	B6.00/20	Own	4-3⅝x4¾	Own	U 3	No	Own	S½	H	5.63	21.1	6x2¾x⅜	C
22		¾-1	595	124	124	4860	2360	B6.00/20	B6.00/20	Own	6-3⅝x3⅞	Own	U 3	No	Own	S½	H	5.11	19.2	6x2¾x⅜	C
23		1-1½	495	133	133	5840	2590	P6.00/20	P32x6	Own	4-3⅝x4¾	Own	U 4	No	Own	S½	H	5.6	36.1	6x2¾x⅜	C
24		1-1½	595	133	133	5940	2690	P6.00/20	P32x6	Own	6-3⅝x3⅞	Own	U 4	No	Own	S½	H	5.85	36.1	6x2¾x⅜	C
25		UG-30 1-2	525	131	157	8200	2490	B6.00/20	P32x6	Own	4-3⅝x4¾	Own	U 4	No	Own	SF	H	5.85	36.1	7x2⅛x⅜	C
26		G30 1-2	585	131	157	8200	2560	B6.00/20	P32x6	Own	6-3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7x2⅛x⅜	C
27		G43 1-3	795	136	165	10000	...	B7.00/20	DB7.00/20	Own	6-3¼x4¾	Own	U 5	No	Own	SF	H	6.37	50.9	8½x2⅛x⅜	C
28		UF-30 1¼-2	595	136	165	8225	2581	B6.00/20	P32x6	Own	4-3⅝x4¾	Own	U 4	No	Own	SF	H	5.67	37.1	7x2⅝x⅜	C
29		F-30 1¼-2	695	136	165	8275	2631	B6.00/20	P32x6	Own	6-3¼x4¼	Own	U 4	No	Own	SF	H	5.67	37.1	7x2⅝x⅜	C
30		F-35 1½-2½	1425	140	165	10175	3780	B6.00/20	DB6.00/20	Own	6-3⅜x3⅞	Own	U 4	No	Own	SF	H	6.38	41.4	7½x2⅝x¼	C
31		F-40 2-3½	1995	150	190	14590	5173	B6.50/20	DB6.50/20	Own	6-3⅝x5	Own	U 4	No	Own	SF	H	6.38	43.7	9⅛x3¼x⅜	C
32		3-4	1515	135	185	12250	4235	P32x6	DP32x6	Own	6-3¾x4½	Own	U 4	No	Own	S½	H	7.13	46.3	7x2⅞x⅜	C
33		(5) F-61 3-5½	2575	170	195	19429	5789	P32x6	DP32x6	Own	6-3⅝x5	Own	U 4	No	Own	SF	H	7.12	48.8	10x3¼x½	C
34		(5) G-81 4-7½	5285	170	220	25000	7840	B9.75/20	DB9.75/20	Own	8-3½x5	Own	U 4	No	Own	SF	H	7.71	69.6	10⅛x3⅞x½	C
35	Douglas	A6 1	1095	135	145	7500	3075	P30x5	P30x5	Bud J214	6-3¾x4	WG T9	U 4	No	Cla B370	SF	H	5.6	36.3	5¾x3¾x⅜	T
36		B4 1½	2050	150	Op	9000	3950	P30x5	P32x6	Bud WTU	4-3⅜x5½	Fu MKU12	U 4	No	Wis 4627	2F	R	6.57	26.3	5x1¾x¼	T
37		B6 1½	2150	150	Op	10500	4100	P30x5	P32x6	Bud HS6	6-3⅜x4½	Fu MKU12	U 4	No	Wis 4627	2F	R	6.57	26.3	6x2x¼	T
38		C4 2	3275	156	Op	12500	5100	P32x6	P34x7	Bud KBU-I	4-4x5½	Fu MGU14	U 4	No	Wis 6617	2F	R	6.9	44.8	6x2x¼	T
39		C6 2	3425	168	Op	15500	5850	P32x6	P34x7	Bud DW6	6-3¾x5	Fu MGU14	U 4	No	Wis 6617	2F	R	6.33	41.1	6x2x¼	T
40		CD4 2½	3855	190	Op	17500	5860	P34x7	P36x8	Bud EBU-I	4-4¼x5½	Fu MGU14	U 4	No	Wis 8817	2F	R	7.85	51.0	7x2⅛x¼	T
41		CD6 2½	3955	190	Op	17500	5800	P34x7	P36x8	Bud DW6	6-3¾x5	Fu MGU14	U 4	No	Wis 8817	2F	R	7.85	51.0	7x2⅛x¼	T
42		D4 3	4010	186	Op	20000	6500	S36x5°	S36x10°	Bud YBU-I	4-4½x6	Fu RU16	U 4	...	Wis 892A	2F	R	7.25	34.8	8x2¼x¼	T
43		D6 3	4430	186	Op	20000	6800	P36x6	DP38x7	Bud BUS	6-4x5⅛	Fu RU16	U 4	...	Wis 892A	2F	R	7.25	34.8	8x2¼x¼	T
44		D6 5p. 3	5500	216	Op	22000	7560	P38x7	DP40x8	Bud K428	6-4½x5⅛	Fu HOG	U 4	A 2	Wis 1418	2F	R	8.18	76.7	10x2⅝x⅜	T
45		F4 5	5500	185	Op	26000	9200	S36x6	S40x12	Bud BBU	4-5x6½	Fu HU18	U 4	Op	Wis 1458	2F	R	9.12	57.	10x2⅝x⅜	T
46		F6 5	6300	196	Op	26000	9200	B9.75/38	DB9.75/38	Bud GL6	6-4½x6	Fu HU18	U 4	Op	Wis 1567	2F	R	10.3	64.4	10x2⅝x⅜	T
47	Duplex	GF 2	2800	143	...	10500	4700	P32x6	P34x7	Bud WTU	4-3¾x5½	BL	U 3	No	Tim 64600	W½	H	6.50	34.8	5x3x¼	C
48		GS 2	2950	143	...	10500	4800	P32x6	P34x7	Bud HS6	6-3¾x4½	BL	U 3	No	Tim 64600	W½	H	6.50	34.8	5x3x¼	C
49		S3	3600	160	...	15000	5600	P32x6	P36x8	Bud DW6	6-3¾x5	BL	U 4	No	Tim 65001	WF	H	6.75	36.2	6x3½x¼	C
50		FAC 3½	4250	166	...	16500	7200	S34x5	S36x8	Bud EBU-I	4-4¼x5½	BL 51	U 5	No	Tim 65706	WF	H	8.5	45.5	7x3½x¼	C
51		EF 3½	4250	130	...	17000	6500	S36x8	S36x8	Bud EBU-I	4-4¼x5½	BL	U 4	A 2	Own	f		8.00	86.0	6x3⅛x⅜	I
52		SAC 4	4750	166	...	18000	7400	S34x5	S36x8	Bud K428	6-4⅜x4¾	BL 55	A 7	No	Tim 65706	Op	R	8.5	81.0	7x3½x¼	C
53		K 5	5200	172	...	21000	8000	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	BL	A 7	...	Own 76725	Op	R	Opt	Opt	9½x3½x⅜	C
54		M 5-7	7600	Op	...	28000	10000	P34x7	DS36x7	Bud GL6	6-4½x6	BL 70	A 7	No	Tim 68700	WF	R	Opt	Opt	9½x3½x⅜	C
55	Fageol	101 1½-2½	900	143	167	8000	3700	B7.00/20	B7.00/20	Wau XAK	4-3¾x4¾	WG T9	U 4	No	Tim 53600H	BF	H	5.14	32.9	5x3x⅛	T
56		106 1½-2½	1400	161	173	8500	3975	B7.00/20	B7.00/20	Wau TS	6-3¼x4¾	WG T9	U 4	No	Tim 53200H	B½	H	5.83	37.3	5x3x⅛	T
57		135 2-3	1900	161	177	10500	5150	P30x5	DP30x5	Wau TL	6-3½x4¾	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	5½x3¼	T
58		250 2½-4	2750	178	196	14000	5750	P34x7	DP34x7	Wau MK	6-4½x4¾	BL 314	U 4	No	Tim 56200H	BF	H	6.16	37.3	6⅛x3x¼	T
59		300 3-5	3250	178	196	16000	6250	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 314	U 4	No	Tim 58200H	BF	H	6.83	41.5	6⅛x3x¼	T
60		370 5-7	4350	182	200	22000	8080	B9.00/20	DB9.00/20	Wau SRL	6-4⅝x5½	BL 554&60	U 4	A 3	Tim 65706	WF	R	5.19	27.	7½x3½x⅜	C
61	Federal	D3 1½	670	130	166	8500	3225	B6.00/20	P32x6	Con W10	4-3⅞x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	6x2¾x¼	C
62		E3 1½	695	130	166	8500	3225	B6.00/20	P32x6	Con 25A	6-3⅝x4	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	6x2¾x¼	C
63		F7 1¾	1325	132	164	10000	3765	P30x5	DP30x5	Con 16C	6-3⅝x4⅝	Own	U 4	No	Tim 52005H	SF	H	5.83	29.2	6x2¾x¼	C
64		F8 1¾-2	1425	132	164	11500	3865	P30x5	DP30x5	Con 16C	6-3⅝x4⅝	Own	U 4	No	Tim 54200H	SF	H	6.8	34.0	6x2¾x¼	C
65		A6 2	1695	151	200	13500	4580	P32x6	DP32x6	Con 16C	6-3⅝x4⅝	Own	A 4	No	Cla B610	SF	H	6.38	38.5	6x3½x¼	C
66		A6T 2½	1995	151	200	15000	5110	P32x6	DP32x6	Con 16C	6-3⅝x4⅝	Own	A 4	No	Tim 58000H	SF	H	7.80	47.1	6x3½x¼	C
67		A6TW 2½	2130	151	200	15000	5110	P32x6	P36x8	Wau V	4-4x5	Own	A 4	No	Tim 65001H	WF	H	8.75	52.9	6x3½x¼	C
68		T3W 2½	1595	148	185	14000	5110	P32x6	DP32x6	Con 16C	6-3⅝x4⅝	Own	A 4	No	Tim 64603H	W½	R	7.25	36.3	6x3½x¼	C
69		T8WF 2½	1795	148	185	15000	5400	P32x6	DP32x6	Con 16C	6-3⅝x4⅝	Own	A 4	No	Tim 65600HP	WF	R	7.75	38.8	6x3½x¼	C
70		T10B 2½-3	2550	165	230	18000	6550	P34x7	DP34x7	Con 16R	6-4x4⅛	Own	A 4	No	Tim 58200H	BF	R	6.83	44.5	7½x3½x⅜	C
71		T10W 2½-3	2685	165	230	18000	6550	P34x7	DP34x7	Con 16R	6-4x4⅛	Own	A 4	No	Tim 65200H	w/2	R	6.75	44.0	7½x3½x⅜	C
72		U6 3½-4	3860	165	230	21000	7420	P36x8	DP36x8	Con 20R	6-4⅜x4¾	BL 607	A 7	No	Tim 65706H	w/2	R	6.8	54.6	7½x3½x⅜	C
73		C7 5-6	4485	195	249	24000	9550	B9.75/20	DB9.75/20	Con 21R	6-4⅜x4¾	BL 607	A 7	No	Tim 76725H	w/2	R	7.92	75.7	7½x3½x⅜	P
74		C8 5-6	4895	195	249	24000	9650	B9.75/20	DB9.75/20	Con 21R	6-4⅜x4¾	BL 607	A 7	No	Tim 76725W	w/2	R	7.92	75.2	7½x3½x⅜	P
75		X8 7½	4335	162	186	30000	9750	S36x6	S40x14	Con B7	4-5x6	BL 60	A 7	No	Tim 68700DP	w/2	R	11.7	111	9¼x3½x½	C
76		X8R 7½	4735	162	186	30000	10475	P40x8	DP40x8	Con 21R	6-4⅜x4¾	BL 60	A 7	No	Tim 68702DP	w/2	R	11.7	111	9¼x3½x½	C
77	Fisher-Std.	JR-BX ¾-1	875	120	128	6800	2800	P30x5	P30x5	Con W10	4-3⅞x4¼	WG T9	U 4	No	Sal F	S½	H	5.37	34.4	6¼x2¼x⅜	C
78		Sp.X 1½	950	128	136	7800	3150	P30x5	DP30x5	Con W20	4-4½x4¼	Co F4B	U 4	No	Tim 52200H	SF	H	5.83	37.3	6x2¾x¼	C
79		10-AX 1½-2	1090	136	165	8800	3220	P30x5	P32x6	Con 17E	6-3⅝x4	BL 214	U 4	No	Tim 53200H	SF	H	5.14	32.9	6x2¾x¼	C
80		15A 1½-2	1390	144	...	8800	3250	P30x5	P32x6	Con 17E	6-3⅝x4	BL 214	U 4	No	Tim 52200H	SF	H	5.83	37.4	6x2¾x¼	C
81		22A 2	1945	156	...	8800	3700	P32x6	DP32x6	Con 16C	6-3⅝x4⅝	BL 314	U 4	No	Tim 54200H	SF	H	5.83	38.5	6x2¾x¼	C
82		30A 3	2495	160	...	16800	5600	P34x7	DP34x7	Con 11R	6-3⅞x4⅛	BL 314	U 4	No	Tim 56200H	SF	H	6.16	40.6	7½x3½x⅜	C
83		31A 3	2975	160	...	16800	5800	P34x7	DP34x7	Con 11R	6-3⅞x4⅛	BL 51	U 4	No	Tim 56706L	SF	H	6.41	42.3	7½x3½x⅜	C
84		61A 3½	3750	155	...	16800	5600	P34x7	DP34x7	Con 16R	6-4x4½	BL 51	U 4	No	Tim 58200H	SF	H	6.16	32.9	6½x2½x⅜	C
85		80A 4	4500	146	...	21600	6900	P36x8	DP36x8	Con 18R	6-4x4½	BL 55	U 7	No	Tim65720TW	SF	R	7.75	73.6	7½x2½x⅜	C
86		100A 5	4600	168	...	21600	8300	P36x8	DP36x8	Con 21R	6-4⅜x4¾	BL 60	U 7	No	Tim 66720W	SF	R	8.2	77.9	8x2½x⅜	C
87		105A 5	5300	168	...	25000	8400	P38x9	DP38x9	Con 21R	6-4⅜x4¾	BL 60	U 7	No	Tim68720TW	SF	R	8.75	83.1	8x2½x⅜	C
88	Ford	A ...	340	103	...	...	1675	B4.75/19	B4.75/19	Own A	4-3⅞x4¼	Own	U 3	No	Own	S¾	U	3.7	11.7	...	C
89		AA 1½	495	131	157	...	2738	B6.00/20	P32x6	Own	4-3⅞x4¼	Own	U 4	No	Own	S¾	U	6.6	42.2	6x2¾x⅜	C
90	F.W.D.	H4 1½-2	3325	120	160	9300	5300	P34x7	P34x7	Wis SU	4-4x5	Cot A	A 4	Op	Own	BF	H	7.86	38.0	5⅛x2¼x⅜	C
91		H6 2-2½	3425	133	160	11000	5500	P34x7	P34x7	Wau MS	6-3¾x4¾	BL 51	U 4	No	Own	BF	H	8.92	47.7	5⅛x2¼x⅜	C
92		BTL-6 2-2½	3900	137	160	11500	6000	P36x8	P36x8	Wau MS	6-3¾x4¾	BL 55	A 7	R 2	Own HT	BF	H	6.95	84.7	5⅛x2¼x⅜	C
93		HH-6 2½-3	4000	138	170	12900	6400	P36x8	P36x8	Wau MK	6-4½x4¼	BL 55	A 7	Op	Own B	BF	H	8.9	35.6	5⅛x2¼x⅜	C
94		B 3-3½	4200	124	156	13960	6460	S36x6	P38x9	Own A	4-4¾x5½	Cot DAF	A 3	Op	Own U	BF	H	8.9	88.6	7x3x⅜	C
95		CU-6 3½-4	5120	148	180	17500	7500	P38x9	DP38x9	Wau SRS	6-4⅜x5½	BL	U 5	...	Own	....	H	6.72	55.2	7x3x⅜	C
96		CU6A 3½-4	4600	148	180	...	...	B10.50/20	DB10.50/20	Wau SRL	6-4⅜x5½	Own	A 5	Op	Own	BF	H	8.9	88.6	7x3x⅜	C
97		SSU 4-5	5220	148	Op	18600	7600	P38x9	P38x9	Wau SRK	6-4⅜x5½	BL 714	U 4	A 2	Own	2F	H	10.0	207.	8x3x⅜	C
98		M5 5-7½	7600	165	195	24800	11800	B12.75/20	B12.75/20	Wau AB	6-4½x5¼	Own	A 5	...	Own	BF	H	...	...	8x3x⅜	C
99		MF6 5-6	6200	148	Op	24000	9300	B10.50/20	DB10.50/20	Wau SRS	6-4½x5½	BL	U 4	...	Own	D	H	7.35	39.5	7x3x⅜	C
100		LBU 5-7	4800	171	Op	22000	9000	B9.00/20	DB9.00/20	Wau RB	6-5x5¾	BL 714	U 4	A 2	Wis	2F	H	8.36	173.	10x3x⅜	C
101		M7 7½-10	8700	165	Op	31750	13000	P40x10	DP40x10	Wau RB	6-3¾x5	Fu	U 4	No	Tim 63702	WF	H	6.5	34.8	6x3x¼	C
102	Garford	40Z 2½	3240	168	185	12500	5100	P36x6	DP36x6	Bud DW6	6-3¾x5	Fu	U 4	No	Tim 54000	SF	R	5.83	29.2	6x2½x⅜	C
103		S11Z 2	2030	162	192	10000	4500	P32x6	DP32x6	Bud HS6	6-3⅜x4½	BL	U 5	No	Tim 65706	WF	R	8.5	63.0	7x3¼x¼	C
104		60Z 3	4680	175	192	18000	7100	P36x6	DP38x7	Bud BA6	6-4⅛x5½	BL 60-Max	A 7	No	Tim 66700	WF	R	10.3	98.2	8x3½x⅜	P
105		80Z 4	5330	175	192	24000	8400	S36x6	S36x14	Bud BA6	6-4⅛x5½	BL 60-Max	A 7	No	Tim 68700	WF	R	10.1	95.0	8x3½x⅜	P
106		100Z 5	5830	175	192	30000	9600	S36x6	S40x14	Bud BA6	6-4½x5½	BL 60-Max	A 7	No	Tim 68700	WF	R	10.1	95.0	8x3½x⅜	P
107	General Mot.	(6) T15 ½-1½	645	130	141	6500	2625	B5.50/20	B5.50/20	Own 200	6-3⅛x3⅞	Own	U 3	No	Own	S½	H	4.86	16.1	6x2¼x⅜	L
108		T18 1-2	595	131	157	8200	2785	P30x5	P32x6	Own 200	6-3⅛x3⅞	Own	U 4	No	Own	S½	U	5.43	35.7	6x2¼x⅜	L
109		T19 1½-2½	745	130	164	10000	3110	B5.50/20	P32x6	Own 200	6-3⅛x3⅞	Own	U 4	Op	Own	SF	H	6.2	40.7	6x2¼x⅜	L
110		T25 1½-2	1200	130	152	9000	3375	B6.00/20	B7.50/20	Buick	6-3⅛x4⅝	Own	U 4	Op	Own	S½	H	5.83	29.6	6x2¼x⅜	L
111		T26 2-3	1210	130	164	11000	3685	B6.50/20	B8.25/20	Own 257	6-3⅛x4⅝	Own	U 4	Op	Own	SF	H	5.67	35.7	6½x2¼x¼	L
112		T30 2-3	1545	141	164	12500	4490	P30x5	DP30x5	Buick	6-3⅛x4⅝	Own	U 4	Op	Own	S½	H	5.63	28.6	6⅝x3⅛x⅜	L
113		T31 2½-4	1695	141	181	14000	4695	P32x6	DP32x6	Own 257	6-3⅛x4⅝	Own	U 4	Op	Own	SF	H	5.67	35.5	6⅝x3⅛x⅜	L
114		T42 2½-4	1845	141	181	15000	4725	P32x6	DP32x6	Buick	6-3⅛x4⅝	Own	U 4	Op	Own	S½	H	6.57	33.4	6⅝x3⅛x⅜	L
115		T44 3-4½	2065	141	181	16000	5095	P34x7	DP34x7	Buick	6-3⅛x4⅝	Own	U 4	Op	Own	2½	H	8.05	40.9	6⅝x3⅛x⅜	L
116		T45 3-4½	1865	141	181	16000	4910	P32x6	DP32x6	Own 257	6-3⅛x4⅝	Own	U 4	Op	Own	SF	R	6.57	44.4	6⅝x3⅛x⅜	L
117		T51 4-5½	2465	155	200	19000	5955	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x⅜	L
118		T60 5-6½	3035	154	200	22000	6925	P34x7	DP34x7	Buick	6-3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x⅜	L
119		T61 5-6½	3445	154	200	22000	6965	B9.00/20	DB9.00/20	Own 331	6-3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x⅜	L
120		T82 5-7	3795	155	201	24000	7500	B9.00/20	DB9.00/20	Own 331	6-3¾x5	Own	U 4	A 3	Own	WF	R	10.2	143	9x3½x⅜	L
121		T83 5-7	3990	155	201	24000	7670	B9.00/20	DB9.00/20	Own 331	6-3¾x5	Own	U 4	A 3	Own	WF	R	10.2	143	9x3½x⅜	L
122		T85 6-8	5600	171	204	30000	10630	B9.75/20	DB9.75/20	Own 525	6-4½x5½	Own	U 4	Op	Own	2F	R	8.50	53 3/9	⅛x4x⅜	L

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location and Type	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	214	4.9	142	27.3	61–3000	L	C	A	4–2¾	6⅜	FP	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	380	a	TX	106½	58½	34	40x2¼	54x2½	½
2	248	5.0	160	27.3	65–2700	L	C	C	7–2⅜	10⅜	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	380	a	TX	105	57	34	40x2¼	54x2½	½
3	248	5.0	160	27.3	65–2700	L	C	C	7–2⅜	10⅜	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	452	a	TX	135	78½	33½	40x2¼	54x3	½
4	311	4.3	196	38.4	73–2400	H	C	N	7–2¾	13⅛	FP	Co	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	a	TX	124½	69	33½	40x2¼	56x3	½
5	339	4.2	212	38.4	82–2400	H	C	N	7–2¾	13⅛	FP	Co	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	659	a	DX	132	80½	34	42x2½	56x3	½
6	339	4.2	212	38.4	82–2400	H	C	N	7–2¾	13⅛	FP	Co	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	DX	132	80½	34	42x2½	56x3	½
7	427	4.2	267	45.9	100–2600	H	C	N	7–2¾	13⅜	FP	Co	Zen	V	DR	DR	P.BL	Pe	Blo	Tim 36020H	Ros	L4IHV	921	a	DX	132	78	33	48x3	60x3½	½
8	228	4.4	143	27.3	60–2400	L	G	C	7–2½	10⅜	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F208	Ros	L4IH	252	a	TX	93	51¼	34	42x2	50x2½	½
9	263	4.4	164	31.5	68–2400	L	G	A	7–2½	10⅜	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	pa	TX	126	72	34	42x2½	53x2½	½
10	298	4.4	190	33.7	69–2400	L	G	C	7–2⅜	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IHV	350	pa	TD	117	73⅜	34	45¼x2½	53x2½	½
11	339	4.2	212	38.4	76–2400	L	G	C	7–2⅜	13¼	PC	Ha	Zen	M	LN	LN	P.BB	GO	Spi	Cla F308	Ros	L4IHV	350	pa	TD	....	112⅜	34	45¼x2½	56x3	½
12	339	4.4	212	38.4	76–2400	L	G	C	7–2⅜	13¼	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	408	pa	TD	135	81⅜	34	45¼x2½	56x3	½
13	339	4.4	212	38.4	76–2400	L	G	C	7–2⅜	13¼	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	408	pa	TD	126	80½	34	45¼x2½	56x3	½
14	384	4.4	262	43.3	90–2200	L	G	C	7–2⅜	13¾	PC	Ha	Zen	M	LN	LN	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	408	pa	TD	138	87⅜	34	45¼x2½	56x3	½
15	428	4.4	290	45.9	93–2200	L	G	C	7–2⅜	13¾	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	408	a	TD	120	79½	34	45¼x2½	56x3	½
16	501	4.4	330	38.6	111–2200	L	G	C	7–3	12½	PC	Ha	Zen	M	LN	LN	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	138	88	34	45¼x2½	56x3	½
17	529	4.4	350	51.3	114–2200	L	G	C	7–3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 678	Ros	Ws 4I	552	a	TD	138	89¼	34	46x3	56x3½	½
18	299	5.0	198	33.7	85–2800	L	G	C	4–2⅝	9⅛	CC	Mo	Til	M	AL	AL	D.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
19	196	4.6	124	21.0	48–2800	L	G	A	3–2¼	6⅛	FP	No	Car	M	DR	DR	P.	Fe	Own	Own	Wa	O4IH	121	p	TX	53⅞	26⅝	42 11/16	35½x1¾	53½x1 11/16	N
20	211	5.3	134	25.3	66–3200	L	C	S	4–2¼	6¼	FP	No	Car	M	DR	DR	P.	Fe	Own	Own	Wa	O4IH	121	p	TX	53⅞	26⅝	42 11/16	35½x1¾	53½x1 11/16	N
21	196	4.6	124	21.0	48–2800	L	G	S	3–2¼	6⅛	PC	No	Car	V	DR	DR	P.	Fe	Own	Own	Ha	O4IH	189	p	TX	66⅛	31	37⅛	39x2	48x2½	N
22	208	5.1	132	27.3	63–3200	L	C	S	7–2⅜	10 11/16	PC	No	Zen	V	NE	NE	P.	Fe	Own	Own	Ha	O4IH	189	p	TX	66⅛	31	37⅛	39x2	48x2½	N
23	196	4.6	124	21.0	48–2800	L	G	S	3–2¼	6⅛	PC	Ha	Car	V	DR	DR	P.	Fe	Own	Own	Ha	O4IH	206	p	TX	85⅛	50	37⅛	39x2	48x2½	N
24	208	5.1	132	27.3	63–3200	L	C	S	7–2⅜	10 11/16	PC	Ha	Zen	V	NE	NE	P.	Fe	Own	Own	Ha	O4IH	206	p	TX	85⅛	50	37⅛	39x2	48x2½	N
25	196	4.6	124	21.0	48–2800	L	G	A	3–2¼	6⅛	FP	No	Car	M	DR	DR	P.	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
26	211	5.3	134	25.3	66–3200	L	C	S	4–2¼	6¼	FP	No	Car	M	DR	DR	P.	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
27	211	5.8	134	25.3	75–3200	L	C	S	4–2¼	7¼	FP	Ha	Car	M	DR	DR	P.	Fe	Own	Own	Own	O4IH	229	a	TX	145	84	38	39x2	48x2½	½
28	196	4.6	124	21.0	48–2800	L	G	A	3–2¼	6⅛	FP	No	Car	M	DR	DR	P.	Fe	Own	Own	Wa	O4IH	187	a	TX	88⅜	52⅜	37⅞	39x2	48x2½	½
29	211	5.2	134	25.3	66–3200	L	C	S	4–2¼	6¼	FP	No	Car	M	DR	DR	P.	Fe	Own	Own	Wa	O4IH	187	a	TX	88⅜	52⅜	37⅞	39x2	48x2½	½
30	208	5.1	132	27.3	63–3200	L	C	S	7–2⅜	10 11/16	FP	Ha	Zen	M	DR	DR	P.	Lo	Own	Own	Ha	O4IH	305	a	TX	119 7/16	62¾	34	40x2½	56x3	N
31	309	4.7	200	31.5	96–3000	L	G	S	7–2⅜	11¾	FP	Ha	Ste	M	DR	DR	P.	Lo	Own	Own	Jac	O4IH	350	a	CD	124 11/16	69¾	33 11/16	42x3	56 1/4x3 1/2	½
32	241	5.3	167	27.3	78–3000	L	C	S	7–2 7/16	11	PC	KP	Zen	V	NE	NE	P.	Fe	Own	Own	Ha	O4IH	382	p	TX	82 1/2	54¾	34	39x2½	45x3	N
33	309	4.7	200	31.5	96–3000	L	G	S	7–2⅜	11¾	FP	Ha	Ste	M	DR	DR	P.	Lo	Own	Own	Jac	O4IH	416	a	CD	149 11/16	89¼	34	42x3	56x3½	½
34	384	5.0	262	39.2	120–3000	L	G	S	8–2¾	13	FP	Ha	Str	M	DR	DR	P.	Lo	Own	Own	Jac	BWs4I H	650	a	CD	149 11/16	89¾	34 1/8	42x3	56x3½	½
35	214	5.0	...	27.3	61–3000	L	G	C	7–2½	10½	FP	No	Zen	M	AL	AL	P.BB	Mo	MM	Cla F208	Ros	L4IH	377	...	FX	96	58¾	34	39½x2	49x2½	½
36	226	4.0	136	22.5	36–1800	L	G	C	7–2½	7 11/16	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 510	Ros	W21M	538	...	2I	110	72	31	46x2½	52x2½	½
37	241	5.5	143	27.3	57–2500	L	G	C	4–2⅝	8	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 510	Ros	W21M	538	...	2I	110	72	31	46x2½	52x2½	½
38	263	4.2	...	25.6	43–2000	L	G	C	3–2½	9¼	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 510	Ros	W21M	538	...	CX	144	88	31	46x2½	52x2½	½
39	331	4.5	200	33.7	73–2400	L	G	C	4–2½	9	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 510	Ros	W21M	538	...	CX	144	88	31	46x2½	52x2½	½
40	312	4.0	174	28.9	49–1900	L	G	C	3–2⅝	10¼	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 5550	Ros	W21M	538	...	CX	192	104	31	46x2½	54x3	½
41	331	4.5	200	33.7	73–2400	L	G	C	4–2½	9	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 5550	Ros	W21MV	538	...	CX	192	104	31	46x2½	54x3	½
42	381	4.1	...	32.4	50–1400	L	G	C	3–2⅝	9 3/16	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 5550	Ros	W21MV	503	...	CX	168	98	31	45x3	54x3	½
43	386	4.3	...	38.4	78–2300	L	G	C	4–2½	9⅛	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 5550	Ros	W21MV	503	...	CX	168	98	31	45x3	54x3	½
44	411	4.7	280	40.8	83–2100	L	G	C	4–2½	9⅛	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 615	Ros	W21MV	503	...	CX	223	121	31	45x3	54x4	½
45	510	3.9	...	40.0	61–1400	L	G	C	3–2⅝	12 11/16	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 615	Ros	W21MV	503	...	CX	216	130	36	45x3	54x4	½
46	572	4.3	358	48.6	114–1900	L	G	C	4–3	10⅛	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 650	Ros	W21M	538	...	CX	156	108	36	48x3	54x4	½
47	226	4.5	136	22.5	37–1800	L	G	C	4–2⅜	8	PS	No	Zen	V	AL	AL	D.BL	Mo	Cle	Shu 5410	Ros	T21M	....	....	2I	.....	.....	34	39x2½	50x2½	N
48	241	4.5	143	27.3	57–2500	L	G	C	4–2 11/16	8 11/16	FP	No	Zen	V	AL	AL	D.BL	Mo	Cle	Shu 5410	Ros	T21M	....	....	2I	.....	.....	34	39x2½	50x2½	N
49	330	4.5	213	33.7	61–2100	L	G	C	4–2 7/16	9	FP	No	Str	V	AL	AL	D.BL	Mo	Cle	Shu 5510	Ros	T21M	....	....	2I	.....	.....	34	39x2½	50x2½	N
50	312	4.5	174	28.9	57–2100	L	G	C	3–3 11/16	10⅛	PS	No	Zen	V	El	AL	D.BL	Mo	Cle	Shu 5550	Ros	T21M	....	....	2	.....	.....	34	39x2½	52x3	N
51	312	4.5	174	28.9	57–2100	L	G	C	3–2⅝	10⅛	PS	No	Zen	V	El	AL	D.BL	Lo	Pet	Own	Wo	OP4M	....	....	T	.....	.....	34	39x2½	52x3	N
52	428	4.5	280	45.9	102–2400	L	G	C	7–3 7/16	9⅞	FP	No	Zen	M	AL	AL	D.BL	Mo	Cle	Shu 5550	Ros	T21M	....	....	T	.....	.....	34	39x2½	52x3	N
53	525	4.5	348	....	....	L	G	C	7–3	....	PS	Mo	Str	P	AL	AL	D.BL	Yo	Pet	Shu 637	Ros	....	....	....	....	.....	.....	34	39½x3	52x3½	N
54	572	4.5	358	48.6	105–2200	L	G	C	4–3	10⅞	FP	....	Str	V	AL	AL	D.BL	Mo	Cle	Shu	Ros	T21A	....	....	....	.....	.....	38½	42x3	56x4	N
55	210	4.3	130	22.5	40–2150	L	G	A	3–2¼	6⅛	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30010H	Ros	L4IH	257	H	TX	120	65¾	34	32¾x2	50x2½	N
56	219	5.2	137	23.4	58–2500	L	G	A	4–2⅝	7⅜	PC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 11706H	Ros	L4IH	282	G	TX	132	84	34	32¾x2½	50x2½	N
57	255	5.1	170	27.3	68–2500	L	G	A	4–2⅝	7⅜	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 12703H	Ros	L4IH	306	G	TX	144	83⅛	34	37x2½	56x3	N
58	381	4.4	240	40.8	82–2200	L	G	A	7–2⅜	12½	FP	No	Zen	V	DR	DR	P.BL	Pe	Spi	Tim 33020H	Ros	L4IH	355	G	TX	167⅛	97⅛	34	41x2½	56x3	N
59	381	4.4	240	40.8	82–2200	L	G	A	7–2⅜	12½	FP	No	Zen	V	DR	DR	P.BL	Pe	Spi	Tim 33020H	Ros	L4IHV	398	G	TX	167⅛	97⅛	34	41x2½	56x3	N
60	462	4.5	300	40.0	98–2000	L	G	A	7–3	13½	PC	No	Zen	V	DR	DR	P.BL	Pe	Spi	Tim 15302	Ros	T21MV	510	H	TX	172 7/16	101⅝	33½	41x3	56x3½	N
61	200	4.7	126	24.0	50–2700	L	C	A	3–2⅛	5⅞	CC	No	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L4IH	377	P	TX	103	51⅛	34	38½x2¼	50x2½	N
62	215	4.9	142	27.3	72–3400	L	C	A	4–2⅜	6⅝	CC	No	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L4IH	377	P	TX	103	51⅛	34	38½x2¼	50x2½	N
63	248	5.0	150	27.3	64–2600	L	C	A	7–2⅜	10⅜	CC	KP	Zen	M	DR	DR	P.BB	Lo	Cle	Tim 11704H	Ge	L4IH	413	P	TI	95	51	34	38x2¼	50x2½	N
64	248	5.0	150	27.3	64–2600	L	C	A	7–2⅜	10⅜	CC	KP	Zen	M	DR	DR	P.BB	Lo	Cle	Tim 31020H	Ge	L4IH	438	P	TI	95	51	34	38x2¼	50x2½	½
65	248	5.0	150	27.3	64–2600	L	C	A	7–2⅜	10⅜	CC	KP	Zen	V	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IH	450	P	TI	119	71	34	40x2¼	52x3	½
66	248	5.0	150	27.3	64–2600	L	C	A	7–2⅜	10⅜	CC	KP	Zen	V	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IHV	659	a	TI	119	71	34	40x2¼	51¾x3	½
67	248	5.0	150	27.3	64–2600	L	C	A	7–2⅜	10⅜	CC	KP	Zen	V	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IHV	659	a	TI	119	71	34	40x2¼	51¾x3	½
68	251	4.1	162	25.6	50–2000	L	G	C	3–2⅝	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own	Ros	L4IH	575	a	TI	119	71	34	38x2½	52x3	½
69	248	5.0	150	27.3	64–2600	L	C	A	7–2⅜	10⅜	CC	KP	Zen	V	DR	DR	P.BB	Lo	PS	Own	Ros	L4IHV	659	a	RI	119	71	34	38x2½	52x3	½
70	311	4.2	196	38.4	75–2200	H	C	C	7–2¾	13⅛	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own	Ros	L4IHV	659	a	TI	117	79	34	42x2½	54x3	½
71	311	4.2	196	38.4	75–2200	H	C	C	7–2¾	13⅛	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own	Ros	L4IHV	659	a	TI	117	79	34	42x2½	54x3	½
72	381	4.2	237	40.8	85–2200	H	C	C	7–2¾	13⅛	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own	Ros	L4IHV	767	a	TI	117	79	34	42x2½	54x3	½
73	428	4.2	268	45.9	100–2200	H	C	C	7–2¾	13⅛	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Tim 36020H	Ha	L4IHV	866	a	TI	162	102	34	42x3	56x3½	½
74	428	4.2	268	45.9	100–2200	H	C	C	7–2¾	13⅛	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Tim 36020W	Ha	W4IA	921	a	TI	162	102	34	42x3	56x3½	½
75	471	3.7	288	40.0	61–1350	L	G	C	3–2⅝	11½	FP	Pe	Zen	V	AB	DR	P.BB	Lo	PS	Own	Ge	T21MV	603	a	RI	151	87	38	44x3	56x3½	½
76	428	4.2	268	45.9	100–2200	H	C	C	7–2¾	13⅛	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own	Ros	T21MV	462	a	RI	151	87	38	44x3	56x3½	½
77	200	4.7	126	24.0	49–2800	L	C	A	3–2⅛	5⅞	FP	No	Zen	M	AL	AL	P.Lo	Lo	Spi	Sal F	Ros	L4IH	362	a	TX	84	47½	32	40x2	54x2½	N
78	227	4.6	152	26.8	52–2400	L	C	A	3–2⅛	5⅞	FP	No	Zen	M	AL	AL	P.Lo	Lo	Spi	Tim 11703H	Ros	L4IH	....	a	TX	88	54½	32	40x2	54x2½	N
79	214	5.0	138	27.3	61–3000	L	C	A	7–2⅜	9¼	FP	No	Zen	M	AL	AL	BL	Lo	Spi	Tim 30000H	Ros	L4IH	....	a	TX	108	60½	32	40x2	54x2½	N
80	214	5.0	138	27.3	61–3000	L	C	A	7–2⅜	9¼	FP	No	Zen	M	AL	AL	BL	Lo	Spi	Tim 11703H	Ros	L4IH	380	a	TX	106	68½	32	40x2	54x2½	N
81	248	5.0	150	27.3	66–3200	L	C	A	7–2⅜	10⅜	FP	No	Zen	M	DR	DR	BL	Lo	Spi	Tim 31000H	Ros	L4IH	380	a	TX	110	80½	32	40x2	54x3	½
82	297	4.1	178	35.9	64–2500	H	C	C	7–2½	12⅜	FP	Ha	Zen	M	DR	DR	BL	Lo	Spi	Tim 33000H	Ros	L4IH	577	a	TX	120	74	34	43x2½	54x3	½
83	291	4.1	178	35.0	64–2500	H	C	C	7–2½	12⅜	FP	Ha	Zen	M	DR	DR	BL	Lo	Spi	Tim 33000H	Ros	L4IH	660	a	CD	120	74	34	43x2½	54x3	½
84	311	4.1	196	38.4	73–2400	H	C	C	7–2¾	13⅛	FP	Ha	Zen	M	DR	DR	BL	Lo	Spi	Tim 33000H	Ros	L4IH	660	a	CD	144	79	32	43x2½	54x3	½
85	339	4.1	212	38.4	80–2400	H	C	C	7–2¾	13⅛	FP	Ha	Zen	M	DR	DR	BL	Lo	Spi	Tim 35100Tw	Ros	W4IA	768	a	CD	126	69	32	43x2½	54x3	½
86	428	4.1	268	45.9	100–2600	H	C	C	7–2¾	13⅛	FP	Ha	Zen	M	DR	DR	BL	Lo	Spi	Tim 35100Tw	Ros	W4IA	768	a	CD	144	94	38	46x3	54x4	½
87	428	4.1	268	45.9	100–2600	H	C	C	7–2¾	13⅛	FP	Ha	Zen	M	DR	DR	BL	Lo	Spi	Tim 27450Tw	Ros	W4IA	820	a	CD	144	94	38	46x3	54x4	½
88	200	4.2	123	24.0	40–2200	L	G	A	3–1⅝	7	PG	No	Zen	G	Ow	Ow	D.Ow	Ow	Spi	Own	Own	O4IM	168	a	2I	.....	.....	.....	30 11/16 x	39½x	N
89	200	4.2	123	24.0	40–2200	L	G	A	3–1⅝	7	PG	No	Zen	G	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	358	a	2I	81½	51¾	38 1/16	30½x2¼	36x2¼	N
90	251	4.5	160	25.6	50–2000	H	G	C	3–2 7/16	8	PC	No	Zen	V	AL	AL	D.DG	Pe	Blo	Own	Ros	O4M	238	G	2I	112	81	36	42¾x2½	52¾x2½	½
91	315	4.5	200	33.7	72–2500	L	G	C	7–2⅝	12⅜	PC	Wa	Zen	V	EI	NE	D.BL	Pe	Blo	Own	Ros	O4XM	252	G	2I	115½	81½	36	42¾x2½	52¾x2½	½
92	315	4.5	200	33.7	72–2500	L	G	C	7–2⅝	12⅜	PC	Wa	Zen	M	RB	NE	D.BL	Pe	Blo	Own H	Ros	O4XM	238	G	2I	120½	86½	36	42¾x2½	52¾x2½	½
93	315	4.5	240	40.8	85–2400	L	G	C	7–2⅝	12⅜	PC	Wa	Zen	M	RB	NE	D.BL	Pe	Blo	Own	Ros	O4XM	238	G	2I	126	86	36	42¾x2½	52¾x2½	½
94	398	4.0	224	56.1	135–1350	T	G	C	3–2	12	PC	Pe	Str	G	RB	NE	O.ME	Mc	Blo	Own B	Ros	O4IM	238	G	2I	130	93	36	42¾x2½	52¾x2½	½
95	411	4.6	265	40.8	91–2300	L	G	C	7–3	13⅜	PC	Wa	Zen	M	RB	NE	O.HS	Pe	Blo	Own U	Ros	O4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½
96	462	4.5	300	45.9	102–2200	L	G	C	7–3	13⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own	Ha	OWI	238	G	4X	132	93	36	42¾x2½	52¾x2½	½
97	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅜	PC	Wa	Zen	V	RB	NE	O.HS	Pe	Blo	Own	Ros	O4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½
98	517	4.6	330	51.3	110–2300	L	G	C	7–3	13⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis	Ros	B41MV	324	G	T4	153½	110½	34	48x3½	52x4	½
99	549	4.6	328	48.6	98–2000	L	G	C	4–3½	11½	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own	Ros	O4TB	722	G	4X	.....	.....	36	42¾x2½	54¾x2½	N
100	411	4.6	265	40.8	91–2300	L	G	C	7–3	13⅜	PC	Wa	Zen	M	RB	NE	D.BL	Pe	Blo	Own	Ros	O4IM	722	G	4D	.....	.....	.....	42¾x2½	52x4	N
101	677	4.4	460	60.	125–2000	L	G	C	4–3½	11½	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis	Ros	B41MV	324	G	T4	153½	110½	34	48x3½	52x4	N
102	331	4.5	202	33.7	64–2100	L	G	C	4–2½	7⅜	PC	No	Zen	V	AL	AL	D.Fu	Lo	Blo	Tim 35000H	....	L4IH	394	a	FX	144	90	34	40x2¼	54x3	½
103	241	4.5	143	27.3	53–2200	L	G	C	4–2⅝	8	PC	No	Zen	V	AL	AL	D.BL	Lo	Blo	Col 5530	....	L4IH	297	a	FX	103½	63	34	36x2¼	50x2½	½
104	410	4.5	270	40.8	83–2100	L	G	C	4–2½	9⅜	PC	Bu	Zen	V	AL	AL	Fu	Lo	Blo	Tim 35000H	....	L4IH	584	a	FX	156	97½	34	42x2½	52x3	½
105	411	4.5	270	40.8	83–2100	L	G	C	4–2½	9⅜	PC	Bu	Zen	V	AL	AL	D.Ow	Lo	Blo	Tim 26450H	....	L4IH	618	a	FX	144	94½	34	42x3	56x3	½
106	411	4.5	270	40.8	83–2100	L	G	C	4–2½	9⅜	PC	Bu	Zen	V	AL	AL	D.Ow	Lo	Blo	Tim 27450H	....	L4IH	....	a	FX	144	94½	34	42x3	56x4	½
107	200	4.9	127	26.3	60–3000	L	C	B	3–2 7/16	5⅜	CC	No	Ma	M	DR	DR	P.Ow	Lo	MM	Own	Jac	B41M	211	P	4I	87	48	34	38x2	50¼x2½	N
108	200	5.1	132	26.3	66–3200	L	C	B	3–2 7/16	5⅜	FP	No	Ma	M	DR	DR	P.Ow	Lo	Own	Own	Jac	O4IM	175	P	2I	85⅛	50¼	37	36x1¾	45x2½	½
109	200	5.1	132	26.3	66–3200	L	C	B	3–2 7/16	5⅜	FP	No	Ma	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B41M	290	a	TX	87	48	34	38x2	50¼x2½	N
110	257	4.5	185	28.3	76–2500	H	G	C	4–2⅝	8⅛	PC	Ha	Ma	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B41M	239	pa	TX	87	48	34	38x2	50¼x2½	½
111	257	4.5	185	28.3	76–2500	H	G	C	4–2⅝	8⅛	PC	Ha	Ma	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B41M	290	a	TX	87	48	34½	38x2	50

Line Number	MAKE AND MODEL	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS									FRAME	
										ENGINE		TRANSMISSION			REAR AXLE			GEAR RATIOS		
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	Gramm	AX4 1–1½	795	131	157	8000	3350	B6.50/20	B6.50/20	Con W10	4–3⅞x4¼	WG TA	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
2		AX6 1–1½	895	131	157	8000	3550	B6.50/20	B6.50/20	Con 25A	6–3⅜x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
3		BX4 1½–2	895	131	210	10000	3525	B6.00/20	DB6.00/20	Con W10	4–3⅞x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
4		BX6 1½–2	995	131	210	10000	3725	B6.00/20	DB6.00/20	Con 25A	6–3⅜x4	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
5		BXF 1½–2	1495	131	210	10000	4000	B6.00/20	DB6.00/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 53200	BF	H	5.6	37	6x2¾x¼	L
6		B 2	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6–3¼x4½	Co A4J	U 4	No	Tim 54200H	BF	H	5.83	37.1	6x2½x¼	C
7		BF 2–3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 54200	BF	H	5.8	37.1	6x2½x¼	C
8		CX4 2–3	1095	131	210	12000	3950	B6.50/20	DB6.50/20	Con W20	4–4¼x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
9		CX6 2–3	1295	131	210	12000	4150	B6.50/20	DB6.50/20	Con 16C	6–3⅜x4⅝	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
10		C 2–3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6–3⅜x4½	BL 314	U 4	No	Tim 54200 H	BF	H	5.8	37.1	7x2½x¼	C
11		CF 2–3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 54200	BF	H	5.8	37.1	7x2½x¼	C
12		CXF 2–3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	BL 554	U 4	No	Tim 54200	BF	H	5.8	41.6	7x2½x¼	C
13		D 2½–4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.1	39.0	7x2½x¼	C
14		DF 2½–4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6–4⅝x4¾	BL 554	U 4	No	Tim 56200	BF	H	6.1	43.5	7x2½x¼	C
15		E330 3–4½	2595	160	224	20000	5950	B8.25/20	DB8.25/20	Lyc TS	6–3⅞x5	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2¼x¼	C
16		EY190 3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	Co Rus4	U 4	No	Wis 69317H	2F	H	4.3	27.9	8¾x3¾x¼	L
17		GY 4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6–4¾x4¾	BL	U 4	No	Wis 1237H	2F	H	6.8	49.0	12x2½x¼	P
18		G 4–6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6–4¾x4¾	BL	U 4	No	Wis 1627KW	2F	H	6.3	41.0	7½x3x¼	P
19		GW 5–7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6–4¾x4¾	BL	U 4	No	Wis12527KW	2F	H	4.0	25.2	8¾x3¼x¼	L
20		HY 5	6595	210	236	22000	10100	B9.00/20	DB9.00/20	Con 16H	6–4¾x5¾	Fu HU16	U 4	No	Wis12527KW	2F	H	5.37	34.9	8x2½x¼	L
21	G.-P.	35-6 1½–2	1535	156	160	9500	3800	B7.00/20	DB7.00/20	Lyc WTG	6–3x4¾	Fu MKU	U 4	No	Tim 53200H	SF	H	5.37	34.9	8x2½x¼	TL
22		(7) 45-6 2–3	2700	157	161	12500	4300	B7.50/20	DB7.50/20	Lyc SB	6–3⅝x4½	Fu MLU	U 4	No	Tim 54200H	SF	H	6.35	38.0	8x3x¼	TL
23		(7) 55-6 3–4	3185	154	191	15000	5900	B8.25/20	DB8.25/20	Lyc ASD	6–3¾x4½	Fu JVU	U 5	No	Tim 56200H	SF	H	7.25	55.0	9x3¼x⅜	TL
24		(7) 65-6 3½–5	3875	158	195	17500	7100	B9.00/20	DB9.00/20	Lyc TS	6–3⅞x5	Fu VUOG	U 5	No	Tim 58200H	SF	H	7.80	56.0	10x3½x⅜	TL
25		75-6 4–6	4915	154	191	20000	7400	B9.75/20	DB9.75/20	Wau SRL	6–4⅝x5½	Fu VUOG	U 5	No	Wis 1137H	2F	R	7.75	65.	11x3½x⅜	TL
26		75-8 4–6	4860	174	Op	20000	7500	B9.75/20	DB9.75/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Wis 1137H	2F	R	7.25	51.2	11x3½x⅜	TL
27		85-6 5–7	6875	169	Op	24000	9200	B10.50/20	DB10.50/20	Wau 6AB	6–4½x5¾	Fu MKU	U 4	No	Wis 1167W	2F	R	9.00	113.	12x3½x⅜	TL
28		95-6 7–10	7850	159	196	33000	10400	B10.50/24	DB10.50/24	Wau 6RB	6–5x5¾	Fu MHU	U 4	A	Wis 19000W	2F	R	10.1	125.	14x3½x⅜	TL
29		(7) 35T-6 6	1595	152	. . .	. . . . .	4050	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	Fu MKU	U 4	No	Tim 53200H	SF	H	5.37	34.9	8x2½x¼	TL
30		(7) 45T-6 8	3185	149	171	. . . . .	4425	B8.25/20	DB8.25/20	Lyc TS	6–3⅞x5	Fu JVUOG	U 5	No	Tim 54000H	SF	H	6.35	45.2	8x2½x¼	TL
31		65T-6 10	4170	162	179	. . . . .	7850	B9.00/20	DB9.00/20	Wau SRL	6–4⅝x5¼	Fu VUOG	U 5	No	Tim 58200H	SF	R	7.57	55.1	10x3x¼	TL
32		65T-8 10	4230	162	179	. . . . .	7850	B9.00/20	DB9.00/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Tim 58200H	2F	R	7.57	55.1	10x3x¼	TL
33		75T-6 12	5445	162	179	. . . . .	8850	B9.75/20	DB9.75/20	Wau SRK	6–4⅜x5¼	Fu VUDG	U 5	No	Wis 1137W	2F	R	8.1	56.6	11x3x¼	TL
34		75T-8 12	5400	162	179	. . . . .	8850	B9.75/20	DB9.75/20	Lyc AED	8–3¾x4¾	Fu VUOG	U 5	No	Wis 1137W	2F	R	9.0	63.7	11x3x¼	TL
35	Hahn-Selden	17 1½	1500	142	. . .	7900	3750	P32x6	P32x6	Con 18E	6–3⅝x4	BL 20	U 4	No	Tim 52000H	BF	R	5.8	24.1	5⅝x2¾x⅜	C
36		317 1½	1610	142	. . .	7900	3900	P32x6	P32x6	Con 16C	6–3⅝x4⅝	BL 35	U 4	. . .	Tim 52000H	BF	R	5.8	24.1	5⅝x2¾x⅜	C
37		37 2	1935	151	. . .	10000	4800	P32x6	DP32x6	Con 16C	6–3⅝x4⅜	BL 35	U 4	No	Tim 54200H	BF	R	5.8	31.	5⅝x2¾x¼	C
38		39 2½	2920	164	. . .	13000	5800	P32x6	DP32x6	Con 16R	6–4x4½	BL 35	U 4	No	Tim 56200H	BF	R	6.1	33.	7x3½x¼	C
39		47B 3	3785	151	. . .	15500	7200	P34x7	DP34x7	Con 18R	6–4x4½	BL 51	U 4	No	Tim 58000H	BF	R	6.8	37	7x3½x¼	C
40		47D 4	4435	151	184	19500	7800	P36x8	DP36x8	Con 21R	6–4⅝x4¾	BL 55	A 7	A	Wis 1537H	2F	R	7.1	67.	7x3½x¼	P
41		67 5	4975	151	184	23500	8700	P36x8	DP36x8	Wau MK	6–4½x4¾	Fu JVU	U 5	No	Cla B800	2B	R	Opt	Opt	6x2½x⅜	P
42	Hendrickson	178 2½	3350	Op	Op	17000	6500	B8.25/20	B8.25/20	Wau MK	6–4½x4¾	Fu JVU	U 5	No	Cla B800	2F	R	Opt	Opt	6x2½x⅜	P
43		198 3	3800	Op	Op	19000	7000	B9.00/20	B9.00/20	Wau MK	6–4½x4¾	Fu JVU	U 5	No	Cla B800	2F	R	Opt	Opt	6x2½x⅜	P
44		U6-24 4	5500	Op	Op	24000	8200	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅝x5½	BL 60-7	A 7	No	Tim 76730	2F	R	Opt	Opt	8x3x⅜	P
45	Hug	23 2	1785	146	191	11620	5620	B7.00/20	DB7.00/20	Bud H298	6–3¾x4½	Fu MLU	U 4	No	Cla B611	SF	H	5.66	36.	8x3x¼	T
46		61 2	3020	111	111	14210	5400	B8.25/20	DB8.25/20	BudH298	6–3¾x4½	BL 51-4	U 4	No	Wis 6600	2F	H	6.92	37.	6x3x¼	I
47		82 2½	3870	128	128	19300	7000	B9.00/20	DB9.00/20	Bud K369	6–4⅛x4¾	Fu VU	U 5	No	Wis 1237Q	2F	H	8.64	62.	7x3⅝x¼	T
48		42 3	2175	146	201	14500	6500	B8.25/20	DB8.25/20	Bud H298	6–3¾x4½	Fu MLU	U 4	No	Cla B809	SF	H	6.37	40.5	8x3x¼	T
49		418 3	5070	158	158	19620	8500	B9.75/20	B12.75/20	Bud K428	6–4⅝x4¾	FuMRU Ay	A 7	No	Wis 1237H	2F	H	8.95	119	8x3x¼	T
50		87K 3½	4300	128	128	22400	7600	B9.75/20	DB9.75/20	Bud K428	6–4⅝x4¾	BL 55-7	A 7	No	Wis 1237Q	2F	H	8.64	82.	7x3⅝x¼	T
51		43 3½	3380	146	201	21300	7300	B9.75/20	DB9.75/20	Bud K428	6–4⅝x4¾	Fu	U 5	No	Wis 1237H	2F	H	8.64	62.	8x3x¼	T
52	Indiana	95 2	1095	140	160	12000	4400	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.85	36.2	7¼x2½x⅞	T
53		120 2	1275	141	186	15000	5400	P32x6	DP32x6	Con	6–4x4½	BL	U 4	No	Tim	SF	H	5.85	38.5	7½x3x¼	T
54		95DR 2½	2495	156	188	14000	4650	B7.50/20	DB7.50/20	Her JXC	6–3¾x4¼	BL 224	U 4	No	Wis 4916-L	2F	H	6.66	41.2	7¼x2½x⅞	T
55		140 2½	2935	170	200	17000	6100	P34x7	DP34x7	Con	6–4x4½	BL	U 4	No	Wis	2F	R	6.6	43.5	7½x3x¼	T
56		141 2½–3	3600	170	224	20000	5900	P32x6	DP32x6	Con	6–4x4½	BL	U 4	No	Wis	2F	R	7.0	46.2	7½x3x¼	T
57		675 3	3160	170	200	17000	8000	P34x7	DP34x7	Her RX	6–4½x5½	. . . . .	U 5	No	Wis 1237H	2F	R	6.8	48.0	8x3x¼	T
58		170 3	3160	170	200	17000	7100	P34x7	DP34x7	Con	6–4½x4¾	BL 554	U 4	No	Wis	2F	R	6.41	46.6	8x3x¼	T
59		195 3–4	3820	170	224	19500	7500	P36x8	DP36x8	Con	6–4½x4¾	BL	U 4	No	Wis	2F	R	7.2	52.4	8½x3x⅜	T
60		220 4–5	4560	170	224	22000	8400	P40x8	DP40x8	Con	6–4½x4¾	BL	U 4	No	Wis	2F	R	6.96	50.8	8x3x⅜	T
61		250 5½–7½	5950	182	224	25000	10000	P40x8	DP40x8	Con	6–4¾x4¾	BL	U 4	No	Tim	WF	R	8.75	63.7	8x3x⅜	P
62		290 7½–10	7250	182	212	30000	10730	P38x7	S40x14	Con	6–4¾x5¾	BL	A 7	No	Tim	WF	R	10.0	95.0	8x3x⅜	P
63	International (8)	A1 1	615	136	. . .	. . . . .	2935	B6.00/20	B6.00/20	Wau XAH	4–3⅝x4½	War T-9	U 4	No	Own 702	SF	H	6.16	39.5	5⅞x2¾x⅜	T
64		B2 1½	665	136	160	. . . . .	2959	B6.00/20	B6.00/20	Wau XAH	4–3⅝x4½	MM "O"	U 3	No	Own 701	S½	H	6.16	47.3	5⅞x2¾x⅜	T
65		A3 1½	795	136	160	. . . . .	3509	P30x5	P32x6	Lyc SAH	6–3¼x4½	WG T9	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x½	T
66		A3½ 1½	1250	136	160	10100	3600	B6.00/20	DB6.00/20	Lyc SAH	6–3¼x4½	WG T7	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x½	T
67		AL3 1½	1450	138	164	. . . . .	4032	B6.00/20	DB6.00/20	Lyc 4SLH	6–3¼x4½	WG T7	U 4	No	Own 800	S½	H	6.50	42.9	6½x2½x¼	T
68		A4 2	1750	145	185	. . . . .	5221	P32x6	DP32x6	Own FBB	6–3⅜x4½	Own	U 5	No	Own 1000	S½	H	6.50	47.8	7x3¾x¼	T
69		A5 3	2350	156	210	. . . . .	5895	P34x7	DP34x7	Own FBB	6–3⅜x4½	Own	U 5	No	Own 1002	SF	H	8.5	76.8	8x3¾x¼	T
70		A6 3	2675	156	210	. . . . .	6120	P34x7	DP34x7	Own FBB	6–3⅜x4½	Own	U 5	No	Own 1150	2F	H	7.16	64.	8x3¾x¼	T
71		W2 3½	3900	148	200	. . . . .	8400	S36x5	S36x10	HaS 151	4–4¼x5½	Own	U 5	No	Own 1300	2F	H	7.85	70.5	8x3x¼	T
72		W3 5	4850	160	235	. . . . .	10125	S36x6°	S40x12°	HaS 152	4–4¼x5½	Own	U 5	No	Own 1301	2F	H	6.37	57.2	12½x3½x⅜	T
73		A7 5	6200	160	225	36000	11250	B9.75/20	DB9.75/20	Own FDB	6–4½x5½	Own	U 5	No	Own 1301	2F	H	6.37	57.2	12½x3½x⅜	T
74		A8 5	6300	160	225	36000	11250	B9.75/20	DB9.75/20	Own FEB	6–5x5½	Own	U 5	No	Own 1301	2F	H	6.37	57.2	12½x3½x⅜	T
75	Kenworth	85 1½–2	1275	141	165	. . . . .	3400	B7.00/20	B7.00/20	Con 18E	6–3⅜x4	BL 214	U 4	. . .	Cla B370	SF	H	5.4	34.6	5½x3x¼	P
76		101B 2–2½	2050	144	186	. . . . .	4700	B7.50/20	DB7.50/20	Bud H298	6–3¾x4½	BL 314	U 4	. . .	Tim 54300H	SF	H	5.83	38.4	5½x3x¼	P
77		127 2½–3	2600	154	202	. . . . .	5490	B8.25/20	DB8.25/20	Her WXC	6–4x4½	BL 314	U 4	. . .	Tim 56200H	SF	H	6.16	40.7	8x2¼x¼	T
78		146B 3–4	3300	158	206	. . . . .	5960	B9.00/20	DB9.00/20	Bud K393	6–4⅛x4¾	BL 1554	U 4	Op	Tim 58200H	SF	H	6.83	43.4	8x2¼x¼	T
79		166B 3½–4	3850	156	204	. . . . .	6890	B9.00/20	DB9.00/20	Bud K393	6–4⅛x4¾	BL 1554	U 4	Op	Tim 58200H	SF	H	6.83	43.4	7–9x3x¼	T
80		166A 3½–4	4330	156	204	. . . . .	6890	B9.00/20	DB9.00/20	HaS 147	6–4x5	BL 1554	U 4	Op	Tim 58200H	SF	H	6.83	43.4	7–9x3x¼	T
81		186 4–5	4675	155	221	. . . . .	7710	B9.75/20	DB9.75/20	Her YXC2	6–4½x4¾	BL 1554	U 4	A 3	Tim 75720H	2F	H	7.33	105.	7–9x3x¼	T
82		241 5–7	5450	. . .	. . .	. . . . .	. . . .	B9.75/20	DB9.75/20	Her RXB	6–4½x5¼	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	7–9x3x¼	T
83		241A 5–7	6500	. . .	. . .	. . . . .	. . . .	B9.75/20	DB9.75/20	HaS 160	6–4¼x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅜	C
84		241B 5–7	6150	. . .	. . .	. . . . .	. . . .	B9.75/20	DB9.75/20	Bud GL-6	6–4¾x6	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅜	C
85		241C 5–7	7200	. . .	. . .	. . . . .	. . . .	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim 76720W	2F	H	6.38	86.5	8x3x⅜	C
86	Kleiber	80 1½–2½	1300	140	160	9300	3625	B6.50/20	DB6.50/20	Con 18E	6–3⅜x4	BL 224	U 4	No	Tim 53200H	BF	H	5.8	34.0	5⅝x3¼x¼	C
87		100 2–3½	1750	170	180	11400	4400	B7.00/20	DB7.00/20	Con 16C	6–3⅜x4⅝	BL 314	U 4	No	Tim 54200H	BF	H	6.16	38.7	7½x3x¼	T
88		120 2½–4½	2350	170	180	13200	5150	B7.50/20	DB7.50/20	Con 16R	6–4x4½	BL 314	U 4	No	Tim 56200H	SF	H	6.17	33.4	7½x3x¼	T
89		140 3–5½	3300	180	190	19500	6500	B9.00/20	DB9.00/20	Con 18R	6–4x4½	BL 314	U 4	No	Eat 2413H	2	H	7.1	38.7	7½x3x¼	T
90		210 4–6	4000	190	192	23400	7100	B9.75/20	DB9.75/20	Con 20R	6–4½x4¾	BL 55	A 7	No	EatDR2412H	2	R	7.25	77.0	7½x3x¼	T
91		260 7	5000	206	210	26000	9000	B9.75/20	DB9.75/20	Con 21R	6–4¾x4¾	BL 714	A 4	A 3	Eat 65041W	2	R	8.5	91.0	8x3½x⅜	. . . .
92	La Fr. Republic	A-1 1–1½	795	132	. . .	6000	3000	B5.50/20	P32x6	Lyc WTG	6–3x4¾	Fu Wo-BB	U 4	No	Tim 51000H	SF	H	5.86	36.1	5½x2x¼	C
93		C-1 1½–2	1295	144	175	7500	3300	B6.00/20	P32x6	Lyc 4SL	6–3¼x4½	Fu Wo-BB	U 4	No	Tim 52200H	SF	H	5.83	35.8	6x2x¼	C
94		C-2 2–2½	995	150	162	10000	3800	B6.00/20	DB6.00/20	Lyc SA	6–3¼x4½	Fu WOBB	U 4	No	Tim 53200H	SF	H	5.67	35.9	5⅝x2x⅜	C
95		D-1 2–2½	1595	144	175	9000	3750	P30x5	DP30x5	Lyc 4SL	6–3¼x4½	Fu MKU	U 4	No	Tim 54200H	SF	R	5.83	37.9	6x2x¼	C
96		D-2 2–2½	1295	162	175	11550	4600	B6.50/20	DB6.50/20	Lyc SB	6–3⅜x4½	FuMKUBb	U 4	No	Tim 54200H	SF	R	5.83	37.9	7x3x¼	C
97		E-1 2½–3	1985	162	190	13000	5000	P32x6	DP32x6	Bud H-260	6–3½x4½	Fu Mlu-Bb	U 4	No	Tim 56200H	SF	R	7.4	47.0	7x3x¼	C
98		F-3 3–3½	2485	174	198	15000	5625	P34x7	DP34x7	Lyc ASD	6–3¾x4½	Fu MGU14	U 4	No	Tim 58200H	SF	R	7.8	50.6	8x3x¼	C
99		H-2 3½–4	2985	174	198	16000	6350	P34x7	DP34x7	Lyc TS	6–3⅞x5	Fu MGU	U 4	No	Wis 69317BL	2F	R	6.41	41.6	8x3x¼	C
100		H-3 3½–4½	3395	179	206	18000	7300	B9.75/20	DP9.75/20	Bud K393	6–4⅛x4¾	Fu MRU	U 4	No	Tim 75720H	2F	R	8.15	54.0	8x3x¼	C
101		M-2 4½–5	4000	174	198	20000	7500	P36x8	DP36x8	Wau 6SRL	6–4⅜x5⅛	Fu VUOG	U 5	No	Wis 1237H	2F	R	7.2	51.0	8x3x¼	C
102		M-3 4½–5½	4750	191	204	22000	8300	B10.50/20	DB10.50/20	Wau 6SRL	6–4⅜x5⅛	Fu VUOG	U 5	No	Tim 76725H	2R	R	8.85	62.5	9½x3½x⅝	C
103		35-2 5½–6½	5600	174	198	24000	9250	P38x9	DP38x9	Wau 6AB	6–4½x5¾	Fu MHU	U 4	No	Wis 1567H	2F	R	7.33	46.3	9½x3½x⅝	C
104		35-3 6½–7½	6400	191	204	28000	10375	B10.50/24	DB10.50/24	Wau 6SRK	6–4⅝x5⅝	FuMHUAy	A 4	3	Tim 78720W	2F	R	8.90	111.	9¾x3½x⅝	C
105		Q-4 7½–9	8500	Op	260	30000	12750	B10.50/24	DB10.50/24	Own 312B	12–4x5	BL 714	U 4	No	Tim 58720W	W	R	Opt	Opt	12x3½x⅝	L
106	Lange	R 1½	2225	140	172	9300	4600	P32x6	P32x6	Her WXB	6–3¾x4½	BL 31	U 4	No	Tim 54000H	BF	R	5.83	28.0	5½x2½x⅜	P
107		L 2	3450	144	210	15000	5800	P32x6	DP32x6	Her WXC	6–4x4½	BL 35	U 4	No	Wis 6617	2F	R	7.00	37.5	6x2½x¼	P
108		O 2½	3950	146	212	17000	5985	P34x7	DP34x7	Her YXB	6–4x4½	BL 51	U 4	No	Wis 8817	2F	R	7.29	39.1	6x2½x¼	P
109		H 3	5150	151	187	19000	6850	P36x8	DP36x8	Her YXC	6–4⅜x4¾	BL 55	U 4	No	Wis 1418	2F	R	9.12	48.7	6⅞x2½x¼	P
110		M 3	5200	140	222	21000	7450	P38x7	DP38x7	Her YXC	6–4⅜x4¾	BL 60	A 7	No	Wis 1402	2F	R	10.1	95.7	6⅞x2½x¼	P
111		F16 4	5500	148	188	23000	8600	P40x8	DP40x8	Her YXC	6–4⅜x4¾	BL 60	A 7	No	Wis 1552B	2F	R	10.0	95.5	8x3x⅜	P
112		T 5	5775	148	188	26000	9200	P40x8	DP40x8	Her YXC2	6–4½x4¾	BL 60	A 7	No	Wis 1700	2F	R	10.0	96.0	8x3x⅜	P
113	Larrabee	25 1½–2	1945	152	160	9375	4200	B7.00/20	B7.00/20	Con 16C	6–3⅜x4⅝	BL 214	U 4	No	Tim 53200H	BF	H	5.83	37.4	6x3x¼	C
114		35 2	2575	152	179	11425	5000	B7.00/20	DB7.00/20	Con 16C	6–3⅜x4⅝	BL 314	U 4	No	Tim 54200H	BF	H	6.80	43.6	6x3x¼	C
115		45 2½	3115	154	185	14490	6315	B7.50/20	DB7.50/20	Con 16R	6–4x4½	BL 35	U 4	No	Tim 56200H	BF	H	6.80	37.4	7x3¼x¼	C
116		55 3	3740	155	191	16155	6730	B8.25/20	DB8.25/20	Con 18R	6–4x4½	BL 35	U 4	No	Tim 65200H	WF	H	7.50	40.0	7x3¼x¼	C
117		65 3½	4280	166	204	18400	7200	B8.25/20	DB8.25/20	Con 18R	6–4x4½	BL 51	U 4	No	Tim 65200D	WF	H	7.50	40.0	8x3¼x¼	C
118		75 4	5200	167	205	20800	7850	B9.75/20	DB9.75/20	Con 20R	6–4½x4¾	BL 55	A 7	No	Tim65720DH	WF	H	8.50	80.8	8x3½x¼	P
119		85 4–5	5500	168	206	23650	8800	B9.75/20	DB9.75/20	Con 21R	6–4⅝x4¾	BL 55	A 7	No	Tim66702DH	WF	H	9.0	85.8	8x3½x¼	C

Line Number	ENGINE DETAILS													FUEL SYST.		ELEC-TRICAL				FRONT AXLE		BRAKES				BODY MOUNTING DATA			SPRINGS		
									MAIN BEARINGS													SERVICE									
	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Number and Diameter	Length	Oiling System Type	Governor Make	Carburetors Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Make and Model	Steering Gear Make	Make, Location and Type	Lining Area	Drum Material	Hand Type, Location	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type
1	200	4.7	121	24.0	50–2800	L	C	A	3–2⅛	5⅛	FP	No	Tll	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
2	214	5.3	142	27.4	71–3200	L	C	A	4–2⅜	6⅜	FP	No	Tll	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
3	200	4.7	121	24.0	50–2800	L	C	A	3–2⅛	5⅜	PC	No	Tll	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
4	214	5.3	142	27.3	71–3200	L	C	A	4–2⅜	6⅜	PC	No	Tll	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
5	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9⅛	PC	No	Tll	M	AL	AL	P.BL	Pe	Blo	Tim 30000	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
6	224	4.7	146	25.3	61–2900	L	G	C	4–2⅝	8⅛	PC	Mo	Zen	V	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
7	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9¼	PC	No	Tll	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
8	227	4.7	136	27.2	55–2400	L	G	C	3–2½	5⅞	PC	Mo	Tll	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	269	p	FD	81	51¾	34	36x2¼	45x2½	½
9	248	5.0	150	27.3	70–3000	L	C	C	7–2⅜	10	FP	No	Tll	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
10	278	4.7	182	31.5	85–3300	L	G	A	4–2⅝	9¼	PC	Mo	Tll	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
11	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9¼	P	No	Tll	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
12	380	4.3	238	40.8	88–2400	H	C	C	7–2¾	13⅛	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
13	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9⅛	PC	Mo	Tll	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
14	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
15	353	4.8	245	36.2	98–2700	L	G	C	4–2¾	10	PC	Mo	Tll	M	AL	AL	D.Jo	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	127	74¼	34	42x2¼	56x3	½
16	380	4.3	238	40.8	88–2400	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Eat 423	Ros	L4IHV	375	a	FD	156	90	41⅛	44x2½	60x3	½
17	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Eat 423	Ros	L4IHV	375	a	FD	176⅞	119⅞	41⅛	44x2½	60x3	½
18	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
19	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 27450	Ros	4IA	576	a	FD	128⅛	73¼	36	46x3	58x3½	½
20	611	4.1	382	54.1	127–2300	L	G	A	7–3	13⅜	PC	Pe	Zen	M	AL	AL	D.Fu	Pe	Blo	Tim 27450	Ros	4IA	576	a	FD	198⅛	141½	41⅛	44x3	60x4	½
21	201	5.5	140	21.6	63–2900	L	G	C	4–2⅝	7	PC	No	Zen	M	AL	AL	P.BB	Ch	MM	Tim 30000H	Ros	L4IH	268	a	TX	. . . .	. . . .	31	40x2½	54x3	½
22	241	5.1	160	27.3	65–2800	L	G	C	4–2⅝	8⅛	PC	No	Str	M	AL	AL	D.Fu	Ow	MM	Tim 3000H	Ros	L4IH	268	a	TX	. . . .	. . . .	31	40x2½	54x3	½
23	298	5.1	198	33.4	85–2900	L	G	C	4–2⅝	9⅞	PC	Mo	Str	M	AL	AL	D.Fu	Ow	MM	Tim 3100H	Ros	L4IH	342	a	CD	. . . .	. . . .	31	40x2½	58x3	½
24	353	4.6	252	36.5	97–2750	L	G	C	4–2¾	10	PC	Mo	Str	M	AL	AL	D.Fu	Ow	MM	Tim 33000H	Ros	L4IH	394	a	CD	. . . .	. . . .	34	40x3	58x3½	½
25	462	4.6	300	45.9	100–2400	L	G	C	7–3	13⅞	PC	Mo	Str	M	AL	AL	D.Fu	Ow	MM	Tim 35100H	Ros	L4IH	493	a G	CD	. . . .	. . . .	34	40x3	58x3½	½
26	420	5.2	300	45.0	130–2800	L	G	C	5–2¾	11½	PC	Mo	Str	M	AL	AL	D.Fu	Ow	MM	Tim 35100H	Ros	L4IH	493	a G	CD	. . . .	. . . .	34	40x3	58x3½	½
27	549	4.5	335	48.6	100–2000	L	G	C	4–3½	11⅜	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim27050TW	Ros	B4IM	566	a G	CD	. . . .	. . . .	34	40x3	58x4	½
28	677	4.4	460	60.0	125–2000	L	G	A	4–3½	11⅜	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim27050TW	Ros	B4IM	547	a G	CD	. . . .	. . . .	34	40x3	58x4	½
29	298	5.1	198	33.5	85–2900	L	G	C	4–2⅝	9⅜	PC	No	Zen	M	AL	AL	P.BB	Ch	MM	Tim 30000H	Ros	L4IH	268	a	TX	. . . .	. . . .	31	40x2½	54x3	½
30	353	4.6	252	36.5	97–2750	L	G	C	4–2¾	10	PC	No	Str	M	AL	AL	D.Fu	Ch	MM	Tim 31000H	Ros	L4IH	268	a	FD	. . . .	. . . .	31	40x2½	54x3	½
31	462	5.1	300	45.4	100–2400	L	G	C	7–3	13⅞	PC	No	Str	M	AL	AL	D.Fu	Ch	MM	Tim 33000H	Ros	L4IH	394	a	FD	. . . .	. . . .	34	40x3	58x3½	½
32	420	5.2	300	45.	130–2800	L	G	C	5–2¾	11⅛	PC	No	Zen	M	AL	AL	D.Fu	Ch	MM	Tim 33000H	Ros	L4IH	394	a	FD	. . . .	. . . .	34	40x3	58x3½	½
33	517	4.5	340	51.3	110–2500	L	G	C	7–3	13⅜	PC	No	Str	M	AL	AL	D.Fu	Ch	MM	Tim35000TW	Ros	W2IM	574	a	FD	. . . .	. . . .	34	40x3	58x3½	½
34	420	5.2	300	45.	130–2800	L	G	C	5–2¾	11⅛	PC	No	Zen	M	AL	AL	D.Fu	Ch	MM	Tim35000TW	Ros	W2IM	574	a	FD	. . . .	. . . .	34	40x3	58x3½	½
35	214	5.0	137	27.3	66–3000	L	G	A	7–2⅛	8⅜	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 11703H	Ros	L4IH	380	a	TX	110	. . . .	34	41x2¼	50x2½	½
36	248	5.0	150	27.3	65–2760	L	G	C	7–2⅜	10⅜	FP	No	Str	V	DR	DR	D.BL	Ow	Blo	Tim 11703H	Ros	L4IH	380	a	TX	110	66	34	41x2¼	50x2½	½
37	248	5.0	150	27.3	65–2760	L	G	C	7–2⅜	10⅜	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 12703H	Ros	L4IH	452	a	TX	120	Opt	34	41x2¼	50x2½	½
38	311	4.1	196	38.4	73–2400	H	C	N	7–2¾	. . . .	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 14703H	Ros	L4IHV	578	a	TD	120	Opt	34	41x2¼	50x2½	½
39	339	4.2	212	38.4	82–2400	H	C	N	7–2¾	. . . .	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 15733H	Ros	L4IHV	658	a	TD	110	Opt	34	40x2½	56x3	½
40	339	4.2	212	38.4	82–2400	H	C	N	7–2¾	. . . .	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 15733H	Ros	L4IHV	768	a	TD	110	Opt	34	40x2½	56x3	½
41	275	4.2	268	45.9	100–2400	H	C	N	7–2¾	. . . .	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 16710H	Ros	4IHV	768	a	TD	110	Opt	34	40x2½	56x3½	½
42	381	4.6	240	40.8	87–2500	L	G	C	7–2⅝	12½	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Spi	Cla F318	Ros	L4IHV	490	G	FX	Opt	Opt	32½	40⅛x3½	50½x3	½
43	381	4.6	240	40.8	87–2500	L	G	C	7–2⅝	12½	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Spi	Cla F318	Ros	L4IHV	490	G	FX	Opt	Opt	32½	40⅛x3½	50½x3	½
44	462	4.6	300	45.9	97–2000	L	G	C	7–3	13⅞	PC	Wa	Zen	M	AL	AL	D.BL	Ch	Spi	Tim 27450	Ros	Ws4IA	. .	a	FX	Opt	Opt	36	43x3½	53x3½	½
45	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅜	PC	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	318	p	CD	81	61	31½	41x2½	54⅞x3	½
46	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅜	PC	Pe	Zen	M	AL	DR	D.BL	Yo	Blo	Shu 5550	Ros	W2IM	336	G	CD	76	52	34½	41⅞x2½	48½x2½	½
47	369	4.8	234	39.6	99–2800	L	G	B	7–3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 610	Ros	W2IM	420	G	CD	94¼	70	34½	41⅞x2½	48½x3	½
48	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅜	PC	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	322	p	CD	81	61	31½	41⅞x2½	54⅞x3	½
49	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-5	Ros	L4IH	616	p G	CD	115	72½	31½	41⅞x2½	54⅞x3	½
50	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	PC	Pe	Zen	M	AL	DR	D.BL	Yo	Blo	Shu 610	Ros	W2IM	420	G	TD	94¼	70	34½	41⅞x2½	48½x3	½
51	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	PC	Pe	Zen	M	AL	DR	D.BL	Yo	Blo	Shu 632-3	Ros	L4IH	616	p G	CD	96½	64	31½	41⅞x2½	54⅞x3	½
52	282	5.3	186	33.7	90–2500	L	G	A	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	Yo	Spi	Tim 31020	Ros	L4IH	353	G	TX	102	56	34	37x2¼	54x3	½
53	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅛	CC	No	Str	M	AL	AL	D.BL	GO	Spi	Col	Ros	L4IH	353	G	TX	108	69	34	40x2½	54x2½	½
54	282	5.3	186	33.7	90–2500	L	G	A	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	Yo	Spi	Tim 31020	Ros	L4IH	353	G	TX	102	56	34	37x2¼	54x2½	½
55	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅛	CC	KP	Str	M	AL	AL	D.BL	GO	Spi	Col	Ros	L4IHV	353	G	CD	108	69	34	40x2½	54x3	½
56	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅛	CC	KP	Str	M	AL	AL	D.BL	GO	Spi	Shu	Ros	L4IHV	380	G	CD	142	84	34	40x2½	54x3	½
57	453	4.2	330	48.6	110–2200	L	G	. .	7–3	12½	PC	KP	Zen	M	AL	AL	D	. . .	Spi	Shu 5582B26	Ros	L4IHV	471	G	CD	142	83	34	40x2½	54x3	½
58	380	4.2	246	40.8	88–2400	H	C	N	7–2¾	r 13⅛	CC	KP	Str	M	AL	AL	D.BL	GO	Spi	Shu	Ros	L4IHV	380	G	CD	142	84	34	40x2½	54x3	½
59	380	4.2	246	40.8	89–2400	H	C	N	7–2¾	13⅛	CC	KP	Str	M	AL	AL	D.BL	GO	Spi	Shu	Ros	L4IHV	471	G	CD	142	84	34⅛	40x2½	54x3	½
60	427	4.2	268	45.9	100–2400	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu	Ros	L4IHV	546	G	CD	142	84	34⅛	40x2½	54x4	½
61	427	4.2	268	45.9	100–2400	H	C	N	7–2¾	13⅛	CC	KP	Str	M	AL	AL	D.BL	Lo	Spi	Shu	Ros	LT4IHV	664	G	CD	162	99	36	40x3	54x4	½
62	611	4.2	380	54.2	116–1800	L	C	C	7–3	13¼	FP	Pe	Str	E	LN	LN	D.BL	Lo	Spi	Shu	Ros	T4IA	676	G	TD	162	99	36	40x3	54x4	½
63	186	4.6	124	21.	39–2400	L	G	C	3–2	6⅞	PC	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	BE4IM	212	P	TX	93⅜	53⅝	32⅛	40x2	46x2½	½
64	186	4.6	124	21.	39–2400	L	G	C	3–2	6⅞	PC	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	BE4IM	212	P	TX	93⅜	53⅝	32⅛	40x2	46x2½	½
65	224	4.7	138	25.3	54–2700	L	G	A	4–2⅜	8⅛	PC	No	Zen	V	DR	DR	P.Ro	Mo	MM	Own 105	Ros	B4IM	287	P	2I	93⅜	53⅝	32⅛	40x2	46x2½	½
66	224	4.7	138	25.3	54–2700	L	G	A	4–2⅜	8⅛	PC	No	Zen	V	DR	DR	P.Ro	Mo	MM	Own 200	Ros	B4IM	302	P	2I	93⅜	53⅝	32⅛	40x2¼	46x2½	½
67	224	4.7	138	25.3	54–2700	L	G	A	4–2⅜	8⅛	PC	No	Zen	V	DR	DR	P.Ow	Mo	MM	Own 200	Ros	B4IM	295	Pa	2I	98⅛	55⅛	32	40x2¼	52x2½	½
68	279	4.6	176	31.5	67–2600	H	G	C	7–2½	13⅛	PC	Ha	Zen	V	DR	DR	P.Ow	Mo	MM	Own 251	Ros	BE4IM	378	Pa	2I	104	61½	34	42x3	54x3	¼
69	279	4.6	176	31.5	67–2600	H	G	C	7–2½	13⅛	PC	Ha	Zen	V	DR	DR	P.Ow	Mo	MM	Own 300	Ros	BE4IM	430	Pa	2I	115	72½	34	42x3	56x3	¼
70	279	4.6	176	31.5	67–2600	H	G	C	7–2½	13½	PC	Ha	Zen	V	DR	DR	P.Ow	Mo	MM	Own 300	Ros	BE4IM	430	Pa	2I	115	72½	34	42x3	56x3	¼
71	312	4.0	200	28.9	59–1800	H	C	A	3–2¾	8¾	PC	HS	Zen	V	RB	DR	P.Ow	Ow	Ow	Own 400	Own	BE4IM	710	Pa	2I	106½	73¼	34	41¼x3	56x3½	¼
72	390	3.8	240	36.1	69–1800	H	G	A	3–3	8⅜	PC	HS	Zen	V	RB	DR	P.Ow	Ow	Ow	Own 500	Own	BE4IM	794	Pa	2I	120	81⅝	34	44x3	58x4	¼
73	525	4.5	312	48.6	117–2200	H	G	C	7–3¼	17¾	PC	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	BO4IV	729	Pa	TD	106	72	34	48x3	56x3	¼
74	648	4.4	415	60.0	136–2100	H	G	C	7–3¼	17¾	PC	Ha	Str	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	BO4IV	729	Pa	TD	106	72	34	48x3	56x3	¼
75	214	4.9	137	27.3	61–3000	L	C	A	7–2⅞	9⅛	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Cla F208	Ros	L4IH	222	p	TX	88	60	34⅛	40x2¼	52x3	¼
76	298	4.7	200	33.7	80–2800	L	C	C	7–3	9⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Cla F308	Ros	L4IH	335	a	FD	96	60	34⅛	39x2½	53½x3	¼
77	339	4.2	237	38.4	76–2400	H	C	A	7–2⅝	13¼	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	110	72	31½	40x2½	52x3	¼
78	393	4.9	260	42.1	103–2600	L	G	C	7–3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	394	a	FD	120	72	31½	40x2½	52x3	¼
79	393	4.9	260	42.1	103–2600	L	G	C	7–3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IH	455	a	FD	120	72	33¾	42x2½	56x3½	¼
80	377	4.9	258	38.4	92–2300	H	C	A	4–2⅞	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IH	455	a	FD	120	72	33¾	42x2½	56x3½	¼
81	453	4.8	300	48.6	98–2200	L	G	A	7–3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IH	602	a	FD	110	72	33¾	42x2½	56x3½	¼
82	501	4.9	330	48.6	110–2200	L	G	A	7–3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2rMV	407	a	FD	. . . .	. . . .	33¾	42x3	56x4	¼
83	468	4.4	322	43.3	125–2400	H	C	A	4–2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2rMV	407	a	FD	. . . .	. . . .	33¾	42x3	56x4	¼
84	572	4.3	358	48.6	114–1900	L	G	C	7–3¼	10¼	CC	No	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2rMV	407	a	FD	. . . .	. . . .	33¾	42x3	56x4	¼
85	707	4.4	506	60.0	170–2000	H	C	A	7–3½	11¼	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2rMV	407	a	FD	. . . .	. . . .	33¾	42x3	56x4	¼
86	214	. .	137	27.3	61–3000	L	C	C	7–2⅜	8⅜	FP	No	Str	V	DR	DR	D.BL	Mo	Spi	Tim 30000H	Ros	L4IH	308	G	TX	101	64	34	38x2¼	52x2½	¼
87	248	4.4	160	27.4	70–3200	L	C	C	7–2⅝	10⅛	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IH	452	G	TX	126	76	34	38x2½	52x2½	¼
88	311	4.2	196	33.8	73–2400	H	C	C	7–2¾	13	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IH	354	G	F	166	76	34	38x2½	52x3	¼
89	339	4.2	212	38.4	80–2400	H	C	C	7–2¾	13⅛	FP	No	Str	V	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L4IH	648	G	TD	172	104	34	38x2½	52x3	¼
90	388	4.2	237	38.4	89–2400	H	C	C	7–2¾	13⅛	CC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 35020H	Ros	L4IHV	676	G	FD	170	108	34	38x2½	52x3	¼
91	427	4.2	270	45.9	102–2400	H	C	C	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Ow	Spi	Tim 26450	Ros	Ws	848	G	FD	180	130	38	44x2½	52x3	¼
92	201	5.4	142	21.5	60–2500	L	G	C	4–2⅜	7	PC	No	Zen	V	AL	AL	P.BB	Pe	Spi	Tim 11710H	Ha	L4IH	268	p	TX	96	54	31⅞	38x2	52½x2½	¼
93	224	4.7	145	25.3	61–2750	L	G	C	4–2⅜	8⅛	PC	No	Zen	V	AL	AL	P.BB	Pe	Spi	Tim 11710H	Ha	L4IH	287	p	TX	109	60⅞	32	38x2	57½x2½	¼
94	224	4.7	145	25.3	61–2800	L	G	C	4–2⅜	8⅛	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ha	L4IH	287	Da	TX	110¾	67⅛	31⅞	38x2	52½x2½	¼
95	224	4.7	145	25.3	61–2750	L	G	C	4–2⅜	8⅛	PC	No	Zen	V	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ha	L4IH	271	Da	TX	109	60⅞	32	38x2	57½x2½	¼
96	260	5.3	166	29.4	69–2600	L	G	C	7–3	9⅞	PC	Ha	Zen	V	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IHV	327	Da	TX	120	78⅝	32	38x2	57½x2½	¼
97	242	5.0	160	27.3	65–2800	L	G	C	4–2⅜	8⅛	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ha	L4IH	271	Da	TX	143¾	79½	32	38x2	52½x2½	¼
98	299	4.9	195	33.5	82–2600	L	G	C	4–2¾	10	PC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33020H	Ros	L4IHV	367	Da	FD	140¼	93	32	39x2½	60x3	¼
99	354	4.3	228	36.2	86–2300	L	G	C	4–2¾	10	FP	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33020H	Ha	L4IHV	367	Da	FD	137¼	90	32	39x2½	60x3	¼
100	393	4.8	260	42.1	94–2400	L	G	C	7–3	11½	PC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	458	Da	FD	144	75	32	39x2½	60x3	¼
101	462	4.6	310	46.0	97–2000	L	G	C	7–3	13⅜	PC	Wa	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 35020H	Ha	L4IHV	483	Da	FD	133	85¾	32⅛	39x2½	60x3½	¼
102	462	4.6	310	46.	97–2000	L	G	C	7–3	13⅜	PC	Wa	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 35000H	Ros	L4IHV	468	Da	FD	168	88	32⅛	44x3	60x3½	¼
103	549	4.6	350	48.6	98–1850	L	G	C	4–3½	11⅛	PC	Wa	Zen	M	AL	AL	D.Fu	Ow	Spi	Tim 26450H	Ha	L4IHV	487	Da	FD	128½	81¼	36⅛	44x3	60x3½	¼
104	517	4.6	335	51.	100–1800	L	G	A	7–3	13⅜	PC	Wa	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim27450TW	Ros	Ws4IA	690	Da	FD	168	88	32⅛	44x3	60x3½	¼
105	754	5.1	510	76.7	240–2900	H	C	C	4–3½	10	PC	No	Zen	M	DR	DR	dpLo	Ow	Blo	Tim27450TW	Ros	Ws4IA	. .	Da	. .	. . . .	. . . .	. .	44x3	60x4	¼
106	298	4.7	190	33.7	67–2400	L	G	C	7–2⅝	13½	PC	No	Zen	M	AL	AL	D.BL	Mo	Spi	Tim 12703H	Ros	L4IH	302	p	CD	84	56	33	38x2¼	50x2½	¼
107	339	4.7	223	38.4	74–2400	L	G	C	7–2⅝	13½	PC	Pe	Str	M	AL	AL	D.BL	Mo	Spi	Shu 5572	Ros	L4IHV	678	G	CD	104	62	33	40x2½	56x3	¼
108	359	4.4	228	38.4	80–2200	L	G	C	7–3	15	PC	Pe	Str	V	AL	AL	D.BL	Mo	Spi	Shu 5572	Ros	L4IHV	678	G	FD	106	65	33	40x2½	56x3	¼
109	428	4.4	280	45.9	94–2200	L	G	C	7–3	15	PC	Pe	Str	M	AL	AL	D.BL	Mo	Spi	Tim 15300	Ros	W2IM	615	G	CD	112	75	33	42x2½

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS							FRAME	
									ENGINE		TRANSMISSION		REAR AXLE				
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Side Rail Dimensions	Type
1	Le Moon.....150	1½	1150	140	152	8000	3300	B6.50/20	B6.50/20	Con 16C	6–3⅛x4⅝	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x⅛	T
2	200	1½–2	1350	160	178	11200	3600	B7.00/20	DB7.00/20	Con 16C	6–3⅛x4⅝	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x⅛	C
3	300	2–3	1575	163	190	12600	4200	B7.50/20	DB7.50/20	Con 16C	6–3⅛x4⅝	BL 214	U 4	No	Tim 54200H	BF	H	6.80	42.1	6½x3¾x1¼	C
4	400	3–4	2175	163	190	15300	5000	B8.25/20	DB8.25/20	Wau 6MS	6–3¼x4¾	BL 314	U 4	No	Tim 56200H	BF	R	6.16	40.6	6½x3¾x1¼	C
5	500	4–5	2775	160	190	19500	6000	B9.00/20	DB9.00/20	Wau 6MK	6–4¼x4¾	BL 514	U 4	No	Tim 58200H	BF	R	6.14	40.6	7x4x¼	C
6	501	4–5	3150	160	190	19500	6500	B9.00/20	DB9.00/20	Wau 6SRL	6–4⅝x5½	Fu VUOG	U 5	No	Tim 58200H	BF	R	6.14	40.6	7x4x¼	C
7	.....(9) 600	5–6	3450	169	199	21600	7200	B9.75/20	DB9 75/20	Wau 6SRL	6–4⅜x5½	Fu VUOG	U 5	No	Tim 65720H	WF	R	6.00	43.2	7x4x¼	P
8	Maccar.....36A	1½–2½	2050	155	183	12000	4850	P7.00/20	DP7.00/20	Bud H298	6–3¾x4½	BL 314	U 4	No	Tim 54200H	BF	R	4.86	32	6½x3x¼	C
9	.....40A	2½–4	2400	155	183	15000	5350	P7.50/20	DP7.50/20	Bud H298	6–3¾x4½	BL 314	U 4	No	Tim 56200H	BF	R	6.16	38.7	7x3x¼	C
10	56	3–5	3350	153	194	18000	6200	P8.25/20	DP8.25/20	Bud DW6	6–3¾x5	BL 51	U 4	No	Wis 6787L	2F	R	7.00	37.4	8x3x¼	T
11	60	3–5	3950	153	207	18000	6600	P9.00/20	DP9.00/20	Bud BA6	6–4⅛x5⅛	BL 514	U 4	No	Tim 75200H	2F	R	6.4	34.4	8x3x¼	T
12	.....60A	4–6	4500	153	207	22000	7300	B9.00/20	DB9.00/20	Bud BA6	6–4⅛x5⅛	BL 554	U 4	No	Tim 65720H	WF	R	6.8	43.	8x3x¼	T
13	.....66A	4–6	5500	184	235	22000	8200	P9.75/20	DP9.75/20	Her YXCP3	6–4⅝x4¾	BL 615	A 5	No	Tim 65720W	WF	R	6.8	44.5	12x3x¼	.....
14	.....86A	5–8	5950	184	235	30000	9500	P10.50/20	DP10.50/20	Her YXCP3	6–4⅝x4¾	BL 615	A 5	No	Tim 65720W	WF	R	7.6	49.8	12x3x¼	T
15	Mack.....BL	1–2	2500	138	148	8250	4050	B6.00/20	DB6.00/20	Own BL	6–3¼x5	Own BG	U 4	No	Tim52000B2	SF	H	5.66	27.9	7x3x⅛	T
16	.....BG	1½–3	3000	138	192	10850	4800	P32x6	DP32x6	Own BG	6–3⅜x5	Own BG	U 4	No	Own BG	SF	H	5.44	26.8	7x3x⅛	T
17	.....BF	2½–4	4200	156	198	14500	6600	B8.25/20	DB8.25/20	Own BG	6–3⅜x5	Own BG	U 4	No	Own AB	2F	H	7.01	33.9	7¼x3x⅛	T
18	.....AB	3–5	4000	147	219	15450	6450	P34x7	DP34x7	Own AB	4–4¼x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x1¼	T
19	.....AB	3–5	4200	147	219	15425	6700	P34x7	DP34x7	Own AB	4–4¼x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼x1¼	T
20	.....AB	3–5	4150	147	219	15450	6450	P34x7	DP34x7	Own BG	6–3⅜x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x1¼	T
21	.....AB	3–5	4500	147	219	15450	6700	P34x7	DP34x7	Own BG	6–3⅜x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼x1¼	T
22	.....BM	3–5	4700	157	217	.....	7500	B9.00/20	DB9.00/20	Own BC	6–4x5½	Own BC	U 4	No	Own AB	2F	H	7.01	40.9	7¼x3x⅛	T
23	.....BC	4–6	5250	154	226	19750	7850	P36x8	DP36x8	Own BC	6–4x5½	Own BC	U 4	No	Own BC	2F	H	7.58	41.2	9¼x3x⅛	T
24	.....BC	4–6	5500	154	226	.....	8000	P36x8	DP36x8	Own BC	6–4x5½	Own BC	U 4	No	Own BC	CD	R	7.88	46.0	8¼x3x⅛	T
25	.....BJ	5–8	6450	168	245	26575	9800	B10.50/22	DB10.50/22	Own BK	6–4½x5½	Own AL	A 4	No	Own AK	2F	H	6.92	36.4	11¼x3¼x1¼	C
26	.....AK	5–8	5150	162	228	28500	9500	B10.50/24 °	DB10.50/24°	Own AC	4–5x6	Own AC	J 4	No	Own AC	CD	R	7.83	50.5	8½x2¾x1¼	C
27	.....AK	5–8	5250	162	228	28500	9400	B10.50/24 °	DB10.50/24°	Own AC	4–5x6	Own AK	A 4	No	Own AK	2F	H	6.92	55.3	8½x2¾x1¼	C
28	.....AK	5–8	6450	174	240	26100	10400	B10.50/22	DB10.50/22	Own BK	6–4½x5½	Own AC	A 4	No	Own AK	2F	H	6.92	44.3	8¾x3x⅛	C
29	.....AC	5–8	4950	168	240	28000	9200	B10.50/24 °	DB10.50/24°	Own AC	4–5x6	Own AC	J 4	No	Own AC	CD	R	8.46	54.4	8¾x3x⅛	C
30	.....AC	6–9	6450	174	240	28500	11400	B10.50/24	DB10.50/24	Own BK	6–4½x5½	Own AC	A 4	No	Own AC	CD	R	8.4	53.9	8¾x3x⅛	C
31	.....AP	7½–10	8500	191	191	.....	11700	S36x7	DS40x8	Own AP	6–5x6	Own AP	J 4	No	Own AP	CD	R	8.31	53.3	8¾x3x⅛	C
32	Marmon-Herr. T-30	3½	5785	158	188	18450	8450	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	Fu JVUOG	U 5	A 2	Wis	2F	H	Opt	Opt	6x2¼x1¼	P
33	T-31	4–5	6785	163	193	22620	9620	B9.75/20	DB9.75/20	Her YXC3	6–4⅜x4⅝	Fu VUOG	U 5	A 2	Wis	2F	H	Opt	Opt	8x3x⅛	P
34	T31-A	5	7785	163	193	23120	10120	B9.75/22	DB9.75/22	Her RXC	6–4⅜x5¼	Fu VUOG	U 5	A 2	Wis	2F	H	Opt	Opt	8x3x⅛	P
35	T-32	5½ up	9500	198	228	30190	14690	B10.50/22	DB10.50/22	Her HXB	6–5x6	BL 724	U 4	A 3	Wis	2F	H	Opt	Opt	10¼x3x⅜	P
36	T-33	5½ up	12300	198	228	33920	14920	B11.25/24	DB11.25/24	Her HXD	6–5½x6	BL 724	U 4	A 3	Wis	2F	H	Opt	Opt	10¼x3x⅜	P
37	Moreland.....RR-8	1½	1750	159	...	8000	4195	B5.50/20	DB5.50/20	Con 16C	6–3⅜x4⅝	BL 224	U 4	No	Tim 53200H	SF	R	5.66	35.0	7¼x2⅝x1¼	T
38	.....RR-10	2	1950	159	...	10000	4585	B6.50/20	DB6.50/20	Con 16C	6–3⅜x4⅝	BL 224	U 4	No	Tim 54200H	SF	R	5.83	36.1	7¼x2⅝x1¼	T
39	.....B13, 15	2½–3½	2850	184	...	15000	5815	B8.25/20	DB8.25/20	Her WXC	6–4x4½	BL 314	U 4	...	Tim 56200H	SF	R	6.17	40.7	9¼x3½x⅜	T
40	.....B16, 18	4–4½	3025	184	...	18000	6195	B9.00/20	DB9.00/20	Her WXC	6–4x4½	BL 314	U 4	...	Tim 58200H	SF	R	6.13	40.5	9¼x3½x⅜	T
41	.....E16, 18	4–4½	3300	184	...	18000	6460	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	BL 51-4	U 4	...	Tim 58200H	SF	R	6.13	32.9	9¼x3½x⅜	T
42	.....E19, 21	5–5½	3800	184	...	21000	7155	B9.75/20	DB9.75/20	Her WXC3	6–4¼x4½	BL 51-4	U 4	...	Tim 65720H	FW	R	7.25	38.	9¼x3½x⅜	T
43	.....H-24	5½–6½	3350	196	...	24000	8760	B9.75/20	DB9.75/20	Her RXB	6–4½x5½	BL 554	U 4	...	Tim66720TW	FW	R	8.20	59.7	9¼x3½x⅜	T
44	Neteo.....A	1½–2	2800	146	168	8400	4000	B6.00/20	DB6.00/20	Wau 6ZK	6–3⅜x4¼	BL 214	U 4	No	Tim 52000H	SF	H	4.85	Opt	6x2¼x1¼	C
45	.....B	2½	3000	155	183	12600	5000	B7.50/20	DB7.50/20	Wau 6TL	6–3⅜x4¾	BL 314	U 4	No	Tim 54000H	BF	H	5.83	Opt	6x3x¼	C
46	C	3	3500	148	200	15300	6000	B8.25/20	DB8.25/20	Wau 6MK	6–4⅛x4¾	BL 314	U 5	No	Tim 58000H	BF	H	6.83	Opt	7x3x¼	C
47	.....E	3½	4500	140	200	23400	7500	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅜x5½	BL 55	U 4	No	Tim 65704	WF	R	7.25	Opt	9x3x¼	C
48	.....J	5	5300	140	200	28200	9500	B10.50/40	DB10.50/40	Wau 6SRK	6–4⅜x5½	BL 615	U 5	No	Tim 68700	WF	R	8.0	9.25	9x3x¼	C
49	.....K	5½	6500	180	220	37500	11000	B12.00/20	DB12.00/20	Lyc AEC	8–3¾x4¾	BL	U 5	No	Wis 1627KH	2F	R	Opt	Opt	9x3x¼	C
50	Noble.....146	2	2885	175	194	11850	4850	P32x2	DP32x6	Bud HS6	6–3¾x4½	Fu	U 4	No	Tim 54200H	BF	H	5.83	37.9	5½x2¾x1¼	C
51	.....156C	3	3350	176	204	14475	5975	P34x7	DP34x7	Con 18R	6–4x4½	Fu MGU	U 4	No	Tim 58200H	BF	H	6.14	39.9	6½x3x¼	C
52	.....166C	4	4500	180	207	19870	8670	P34x7	DP34x7	Con 20R	6–4½x4¾	Fu G	A 4	Op	Tim 65720H	WF	R	7.23	34.8	8x3x¼	C
53	Omort.....200	2	2100	124	148	11500	4800	P32x6	DP32x6	Her OX	4–4x5	Fu MGU14	U 4	No	Wis 4610	2F	R	6.00	39.0	6x3¼x⅛	C
54	250	2½	2350	130	148	13000	5800	P32x6	DP32x6	Her OX	4–4x5	Fu MGU14	U 4	No	Wis 6617	2F	R	5.33	34.6	6x3¼x⅛	C
55	25	2½	2650	130	130	16000	6100	P32x6	DP32x6	Her WXB	6–3¾x4½	Fu MGU	U 4	No	Wis 6787L	2F	R	6.41	41.6	6x3¼x⅛	C
56	300	3	2650	130	Op	16000	6300	P34x7	DP34x7	Her OXC	4–4¼x5	Fu GOG	A 4	U 2	Wis 8817	2F	R	5.37	69.4	6x3½x⅜	C
57	3005	3	2850	130	Op	16500	6500	P34x7	DP34x7	Her WXB	6–3¾x4½	Fu GOG	A 4	U 2	Wis 8817	2F	R	5.37	69.4	6x3½x⅜	C
58	30	3	3250	134	148	18000	6600	P34x7	DP34x7	Her WXB	6–3¾x4½	Fu MGOG	A 4	U 2	Wis 8817L	2F	R	7.93	65.0	6x3½x⅜	C
59	35	3½	3850	150	150	21000	7600	P36x8	DP36x8	Her WXC	6–4x4½	Fu MGOG	A 4	U 2	Wis 1567H	2F	R	9.11	74.7	6x3¼x½	C
60	Oshkosh.....LC	2½	4000	146	165	15150	6950	B9.00/20	B9.00/20	Her WXC	6–4x4½	BL 55-4	U 4	No	Own	2F	H	7.3	53.1	6x3x¼	.....
61	.....H2A	3	4675	146	165	16550	7550	B9.75/20	B9.75/20	Her WXC2	6–4½x4½	BL 55-7	A 7	No	Own	2F	H	8.94	84.9	7x3x¼	T
62	.....H2B	3½	4890	146	165	18500	8400	B10.50/22	B10.50/22	Her YXC	6–4¾x4¾	BL 615	U 5	No	Own	2F	H	8.94	73.4	7x3x½	L
63	.....H2C	4	5090	146	165	19700	8700	B11.25/20	B11.25/20	Her RXB	6–4½x5¼	BL 615	U 5	No	Own	2F	H	9.6	78.9	7x3x½	L
64	.....Y2D	4–5	5460	.....	.....	.....	9000	B11.25/20	B11.25/20	Her RXB	6–4½x5¼	BL 60-7	A 7	No	Own	2F	H	9.6	91.2	7x3x½	L
65	.....F2A	5–7	6775	146	165	22000	10650	B12.75/20	B12.75/20	Her RXC	6–4½x5¼	BL 70-7	A 7	No	Own	2F	H	9.1	85.5	8x3x¼	L
66	Pierce-Arrow 13S385	2	3150	160	200	13000	6000	B8.25/20	DB8.25/20	Own	8–3¼x5	BL 334	U 4	...	Tim 56200	SF	R	5.28	33.5	7⅝x3½x⅜	C
67	.....12T361	2½	3000	150	200	12000	5625	B7.50/20	DB7.50/20	Her	6–4¼x4½	Cl B102	U 4	Op	Tim 56200	SF	R	5.28	34.3	7⅝x3½x⅜	C
68	.....14T298	2½	2950	150	200	14000	5725	B8.25/20	DB8.25/20	Her	6–3¾x4½	Cl B102	U 4	Op	Tim 56200	SF	R	6.16	64.0	7⅝x3½x⅜	C
69	.....15T361	2½	3100	180	200	15000	5800	B8.25/20	DB8.25/20	Her	6–4¼x4½	Co RU4SL	U 4	Op	Tim 58200	SF	R	5.57	34.4	7⅝x3½x⅜	C
70	.....18W361	3–4	4150	150	200	18000	6660	B9.00/20	DB9.00/20	Her	6–4¼x4½	Co RU4SL	U 4	Op	Tim 65720	WF	R	6.8	41.9	8¼x2½x⅜	C
71	.....18R428	3–4	4500	150	200	18000	6860	B9.00/20	DB9.00/20	Her	6–4½x4¾	BL 534	U 4	Op	Tim 65720	WF	R	5.4	28.6	8¼x2½x⅜	C
72	.....21R501	3½	4700	150	200	21000	7050	B9.75/20	DB9.75/20	Her	6–4½x5¼	BL 534	U 4	Op	Tim 65720	WF	R	6.8	36.0	8¼x2½x⅜	C
73	.....24X501	4–5	5400	150	200	24000	9250	B10.50/20	DB10.50/20	Her	6–4½x5¼	Co TNU	U 4	Op	Tim 66720	WF	R	7.6	40.2	9¼x2½x⅜	C
74	.....24M611	4–5	6450	150	200	24000	10200	B10.50/20	DB10.50/20	Her	6–4¾x5¼	Own	A 4	Op	Tim 66720	WF	R	7.6	50.9	9¼x2½x⅜	C
75	.....28X501	5½	6000	160	200	28000	10675	B10.50/24	DB10.50/24	Her	6–4½x5¼	Co TNU	U 4	Op	Own	WF	A	10	53	9¼x2½x⅜	C
76	.....28M611	5½	6900	160	200	28000	11600	B10.50/24	DB10.50/24	Her	6–4¾x5¼	Own	A 4	Op	Own	WF	A	10	52.5	9¼x2½x⅜	C
77	.....28Y479	5½	5850	160	200	28000	10675	B10.50/24	DB10.50/24	Her	6–4⅝x4¾	Co TNU	U 4	Op	Own	WF	A	10	53	9¼x2½x⅜	C
78	.....34K611	5½	11	170	...	34000	11675	B10.50/24	DS40x8	Her	6–4⅝x5¾	Own	A 4	Op	Own	WF	A	8	42	10x3x¼	C
79	.....(T) 75M779T	.....	11	190	190	75000	12750	B10.50/24	DB10.50/24	Her	6–5¼x6	Own	A 4	A	Own	WF	A	9.9	51.9	9¼x2½x⅜	C
80	Relay.....15A	1	1400	131	162	8000	3800	P30x5	P30x5	Con 17E	6–3¾x4	WG T9	U 4	No	Own	2R	H	6.00	38.4	6x2½x⅜	P
81	.....S11	2	2030	142	162	11000	4700	P32x6	DP32x6	Bud HS6	6–3⅝x4½	BL 20	U 4	No	Own 20B	2R	R	5.14	25.5	6x2½x⅜	P
82	.....40CC	2½	3275	168	192	14000	5950	P36x6	DP36x6	Bud DW6	6–3¾x5	Fu MGU14	U 4	No	Own 30	2R	R	6.45	41.8	6x3x¼	P
83	.....50DC	3	4130	161	169	20000	7200	P36x6	DP40x8	Bud DW6	6–3¾x5	BL 51-5	U 5	No	Own 60	2R	R	7.88	58.5	7x3½x¼	P
84	.....60DC	3½	4745	175	192	25000	7800	P38x7	DP40x8	Bud BA6	6–4⅛x5⅛	Fu VU-16	U 5	No	Own 60	2R	R	7.88	58.5	7x3½x¼	P
85	.....100AC	5	6615	230	180	26000	10000	B9.00/24	DB9.00/24	Con 21R	6–4½x4¾	Fu VU-16	U 5	No	Own 65	2R	R	7.88	58.5	8½x3½x⅜	P
86	230	5	6750	196	210	30000	11600	B10.50/24	DB10.50/24	Her GXA	6–4¾x5¾	BL 7312	U 4	3	Own 232	2R	R	8.7	89	11½x3x¼	T
87	.....100B	7½	6900	220	180	32000	11200	B9.75/24	DB9.75/24	Bud GF6	6–4¾x6	BL 1714	U 4	No	Own 85AH	2R	R	7.4	49.7	8¼x3½x⅜	T
88	240	7½	7900	174	240	40000	12900	B12.00/24	DB12.00/24	Her HXC	6–5¼x6	BL 7312	U 4	3	Own 245	2R	R	9.14	93	12x3¼x⅜	T
89	Reo.....1A, 1C	1½	625	136	160	8000	2930	B6.00/20	P32x6	Own	4–3⅛x4½	Cla	U 4	No	Cla B373	SF	H	5.6	36.9	7x2¾x⅜	C
90	.....1B, 1D	1½	725	136	160	8000	2970	B6.00/20	P32x6	Own	6–3⅜x4	Cla	U 4	No	Cla B373	SF	H	5.1	33.7	7x2¾x⅜	C
91	.....DFX Tonner	1½	1095	135	135	9000	3200	B6.00/20	DB6.00/20	Own	6–3⅜x5	Cla	U 4	No	Own	8½	H	5.2	34.1	6¼x3¼x⅜	C
92	.....FAX	2	1295	137	156	11000	3525	B6.50/20	DB6.50/20	Own	6–3⅜x5	Own	U 4	No	Own	8½	H	5.2	34.3	6¼x3¼x⅜	C
93	.....FCX	2½	1645	152	...	13000	4025	P32x6	DP32x6	Own	6–3⅜x5	Own	U 4	No	Own	8½	R	5.7	37.6	6½x3⅜x½	C
94	.....GD	3	2085	144	...	17000	4650	P32x6	DP32x6	Own	6–3⅜x5	Own	U 4	2	Own	SF	H	6.14	77.8	7x3¼x1¼	C
95	.....GC8	3	2375	210	210	17000	5320	P32x6	DP32x6	Own	6–3⅜x5	Own	U 4	Op	Own	SF	H	6.14	40.5	8x3¼x1¼	C
96	.....4H, 4J, 4K	4	2875	170	190	20000	6280	B8.25/20	DB9.00/20	Own	6–4¼x4¾	Own	U 4	Op	Own	SF	R	6.14	40.5	10x3x¼	C
97	Schacht.....10HA	2–3	1570	156	195	.....	4072	B7.00/20	B7.00/20	Con 16C	6–3⅜x4⅝	Fu Wo	U 4	No	Tim 53200H	BF	H	5.83	31.2	6x3x¼	P
98	.....20HA	2½–4	2185	160	207	.....	4783	B8.25/20	DB8.25/20	Her WXB	6–3¾x4½	Fu MLU	U 4	No	Tim 54200H	BF	H	6.06	38.5	6x3x¼	P
99	.....25H	3–4½	2595	146	213	.....	5750	B8.25/20	DB8.25/20	Her WXC	6–4x4½	Fu MGU	U 4	No	Tim 56200H	BF	R	6.02	39.2	7x3x¼	P
100	.....28HA	4–5½	3050	146	227	.....	6600	B9.75/20	DB9.75/20	Her WXC	6–4x4½	Fu MGU	4	No	Tim 58200H	BF	R	6.83	43.8	7x3x¼	P
101	.....30HA	4½–6	3295	146	227	.....	6800	B9.75/20	DB9.75/20	Her WXC	6–4x4½	Fu MGU	4	No	Wis 8837AL	2F	R	7.14	46.4	7x3x¼	P
102	.....35HA	5–7	3725	146	227	.....	7400	B9.75/20	DB9.75/20	Her WXC2	6–4¼x4½	Fu MGU	U 4	No	Own	2F	R	8.00	52.0	8¼x3x⅜	P
103	.....40H	5–7	4295	154	235	.....	7600	B9.75/20	DB9.75/20	Her YXC	6–4⅜x4¾	Fu VUOG	U 5	No	Own	2F	R	7.07	49.7	8¼x3x⅜	P
104	.....40HB	7–9	4695	154	235	.....	7750	B10.50/20	DB10.50/20	Her YXC	6–4⅜x4¾	Fu VUOG	U 5	No	Wis 1567AL	2F	R	7.07	49.7	8¼x3x⅜	P
105	.....66HA	8–11	5895	152	247	.....	9820	B10.50/24	DB10.50/24	Her RXC	6–4⅜x5¼	Fu VUOG	U 5	No	Wis 1567AL	2F	R	7.07	49.7	8¼x3x⅜	P
106	.....(T) TR, HA	10	3645	148	174	.....	6250	B9.75/20	DB9.75/20	Her YXC3	6–4⅜x4¾	Fu VUOG	U 5	No	Tim 58200	BF	R	7.8	55.1	7x3x¼	P
107	.....(T) TRDA	10	3895	148	174	.....	6450	B9.75/20	DB9.75/20	Her YXC3	6–4⅜x4¾	Fu VUOG	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
108	Service—See Garford																				
109	Sterling.....FB30	1½	795	142	162	.....	3300	B6.50/20	B6.50/20	Con 25A	6–3¼x4	War T9	U 4	No	Tim	BF	H	5.66	37.6	6x2¾x⅜	C
110	.....FB45	2	1485	159	182	.....	4230	B6.50/20	DB6.50/20	Con 16C	6–3⅜x4⅝	War T9	U 4	No	Tim	BF	R	5.66	37.6	6x2⅝x1¼	P
111	.....FB55	2–2½	1850	159	182	.....	4950	B7.00/20	DB7.00/20	Con 16C	6–3⅜x4⅝	BL 214	U 4	No	Tim	BF	R	5.83	37.3	6x2⅝x1¼	P
112	.....FB65	2½	2450	174	204	.....	5550	B7.50/20	DB7.50/20	Wau 6MS	6–3¼x4¾	Own UC6	U 4	No	Tim	BF	R	6.16	39.1	10x3¼x1¼	C
113	.....FB80	3–4	3080	174	204	.....	6480	B8.25/20	DB8.25/20	Wau 6MS	6–3¾x4¾	Own UC6	U 4	Op	Tim	BF	R	7.80	49.5	10x3¼x1¼	C
114	.....FD80	3–4	3275	174	204	.....	6680	B8.25/20	DB8.25/20	Wau 6ML	6–4x4¾	Own UC7	U 5	Op	Wis	2F	R	7.8	55.3	10x3¼x1¼	C
115	.....FC90	4	4200	174	204	.....	7480	B9.00/20	DB9.00/20	Wau 6MK	6–4⅛x4¾	Own UC7	U 5	Op	Own	CD	R	8.66	61.7	10x3¼x1¼	C
116	.....FW97, FD97	4–5	4225	192	222	.....	7955	P36x8	DP36x8	Wau 6MK	6–4⅛x4¾	Own UC2	U 4	Op	Tim	w/2	R	7.75	51.6	12x3¼x1¼	C
117	.....FW97S, FD97S	4–5	4490	192	222	.....	8200	P36x8	DP36x8	Wau 6SRL	6–4⅜x5½	Own UC2	U 4	Op	Tim	w/2	R	7.75	51.6	12x3¼x1¼	C
118	.....FC100	5–5½	4950	192	222	.....	7750	P36x8	DP36x8	Wau 6MK	6–4⅛x4¾	Own UC2	U 4	Op	Own	CD	R	9.3	61.2	12x3¼x1¼	C
119	.....FC105	5½	5150	192	222	.....	8000	B9.00/20	DB9.00/20	Wau 6SRS	6–4⅛x5⅛	Own UC	U 5	Op	Own	CD	R	8.66	61.7	12x3¼x1¼	C
120	(cnt'd) FW115, FD115	5–6	4805	192	222	.....	8750	P40x8	DP40x8	Wau 6SRL	6–4⅜x5½	Own UC2	U 4	Op	Tim	w/2	R	8.20	54.6	12x3¼x1¼	C

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location and Type	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	Auxiliary Type
1	248	4.4	150	27.3	65-2800	L	C	C	7-2⅜	10½	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	C	TX	96	58	34	37½x2¼	49¼x2½	N
2	248	4.4	150	27.3	65-2800	L	C	C	7-2⅜	10½	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	C	TX	128	81	34	37½x2¼	50x2½	N
3	248	4.4	150	27.3	65-2800	L	C	C	7-2⅜	10½	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	293	C	TX	128	81	34	37½x2¼	50x2½	½
4	315	4.6	200	33.7	72-2500	L	G	C	7-2⅜	12⅜	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IH	345	C	TX	128	81	34	37½x2¼	50½x2½	½
5	381	4.4	242	40.8	85-2500	L	G	C	7-2⅜	12½	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 35000H	Ros	L4IHV	385	C	CD	128	81	34	39x2½	53x3	½
6	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	385	C	CD	128	81	34	39x2½	53x3	½
7	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅜	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	485	C	RI	128	81	34	39x2½	53x3	½
8	298	4.7	188	33.7	83-2800	L	G	C	7-3	9⅞	FP	Ha	Str	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	293	a	TD	114	72½	32	42x2½	54x2½	½
9	298	4.7	188	33.7	83-2800	L	G	C	7-3	9⅞	FP	Ha	Str	M	DR	DR	P.BL	Pe	Spi	Tim 14703H	Ros	L4IHV	343	a	TD	114	72½	32	42x2½	54x2½	½
10	331	4.5	200	33.7	73-2100	L	G	C	4-2½	9	FP	Bu	Str	V	DR	DR	D.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	412	a	FD	107½	70	32	42x2½	54x3	½
11	411	4.5	272	40.8	103-2100	L	G	C	4-2½	9⅞	FP	Ha	Str	M	DR	DR	D.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	412	a	TD	104½	68	32	42x2½	54x3	½
12	411	4.5	272	40.8	103-2100	L	G	C	4-2½	9⅞	FP	Ha	Str	M	DR	DR	D.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	527	a	TD	104½	68	32	42x2½	54x3	½
13	479	4.5	318	51.2	102-2000	L	G	C	7-3	14	PC	Ha	Zen	M	DR	DR	D.BL	Pe	Spi	Tim26450TW	Ros	Ws4IA	618	a	TD	144	95	33	42x3	58x3	½
14	479	4.5	318	51.2	102-2000	L	G	C	7-3	14	PC	Ha	Zen	M	DR	DR	D.BL	Pe	Spi	Tim26450TW	Ros	Ws4IA	623	a	TD	144	95	33	42x3	58x3	½
15	248	5.1	145	25.4	61-2600	L	G	C	7-2⅜	11⅛	FP	Ha	Str	V	NE	NE	D.Ow	Ow	Spi	Own BL	Ge	L4IH	302	P	FX	109	64⅛	33⅛	40⅞x2½	52¾x2½	N
16	309	4.7	183	31.5	75-2500	L	G	C	7-2⅜	11⅛	FP	Ha	Str	V	NE	NE	D.Ow	Ow	Spi	Own BG	Own	O4IMV	427	a	FX	96	54½	33⅛	42x2½	54x3	N
17	309	4.7	183	31.5	75-2500	L	G	C	7-2⅜	11⅛	FP	Ha	Str	V	NE	NE	P.Ow	Ow	Spi	Own BG	Ha	O4IMV	427	a	FD	132	84½	33⅛	44x2½	54x3	½
18	283	4.4	176	28.9	63-2100	L	G	C	3-3	8⅛	PS	Ow	Str	V	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
19	283	4.4	176	28.9	63-2100	L	G	C	3-3	8⅛	PS	Ow	Str	V	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
20	309	4.7	183	31.5	75-2500	L	G	C	7-2⅜	11⅛	FP	Ha	Str	V	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
21	309	4.7	183	31.5	75-2500	L	G	C	7-2⅜	11⅛	FP	Ha	Str	V	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
22	414	4.5	261	38.4	94-2400	L	G	C	7-3	13⅛	FP	Ha	Str	V	RB	NE	P.Ow	Ow	Spi	Own BM	Ha	O4IMV	427	a	FX	156	108½	33¼	44x2½	54x3½	N
23	414	4.5	261	38.4	94-2400	L	G	C	7-3	13⅛	FP	Ha	Str	V	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	610	a	FX	120	73	33¼	43¾x3	56½x3½	N
24	414	4.5	261	38.4	94-2400	L	G	C	7-3	13⅛	FP	Ha	Str	V	RB	NE	P.Ow	Ow	Spi	Own BC	Ha	O4IMV	590	a	JX	120	73	33⅜	43¾x3	54x3	N
25	525	4.8	350	48.6	125-2300	L	G	C	4-3½	11⅛	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Cle	Own AK	Own	O4IMV	618	a	FD	120	79	33¼	50x3½	59⅛x4	¼
26	471	3.9	320	40	75-1800	L	G	C	3-3	10⅛	PS	Ow	Str	V	RB	....	P.Ow	Ow	Spi	Own AK	Own	O4IMV	492	a	JX	132	93⅛	37½	48x3½	52x4	¼
27	471	3.9	320	40	75-1800	L	G	C	3-3	10⅛	PS	Ow	Str	V	RB	....	P.Ow	Ow	Spi	Own AK	Own	O4IMV	492	a	FX	132	93⅛	37½	48x3½	56x4	¼
28	525	4.8	350	48.6	125-2300	L	G	C	4-3½	11⅛	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Spi	Own AK	Ha	O4IMV	561	a	FD	132	93	37⅜	47⅛x3½	58½x4	¼
29	471	3.9	320	40	75-1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	....	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	C	2I	156	104	37½	46x3½	52x4	½
30	525	4.8	350	48.6	125-2300	L	G	C	4-3½	11⅛	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Spi	Own AK	Ha	O4IMV	755	C	JX	156	105	37½	48x3½	52x4	½
31	706	4.8	482	60.	138-1900	L	G	C	8-3½	11⅛	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Spi	Own AC	Own	O2IMV	284	C	JX	180	108⅞	37½	46⅛x3½	52x4	½
32	383	4.7	...	43.3	92-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own	Ros	W2/4IA	812	a	FD	Opt	Opt	34	40x3	50x3	...
33	480	4.4	...	51.2	103-2200	L	G	C	7-3	15	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own	Ros	W2/4IA	918	a	FD	Opt	Opt	34	44x3	54x3½	...
34	529	4.9	...	51.2	115-2200	L	G	C	7-3	15	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own	Ros	W2/4IA	918	a	FD	Opt	Opt	34	44x3	54x3½	...
35	707	4.5	...	60.0	150-2000	L	G	A	7-3½	17	PC	No	Zen	M	DR	DR	dp.BL	Yo	Blo	Own	Ros	Ws2/41A	974	a	2FD	Opt	Opt	34	52x4	54x4	...
36	855	4.5	...	72.6	180-2000	L	G	A	7-3½	17	PC	No	Zen	M	DR	DR	dp.BL	Yo	Blo	Own	Ros	Ws2/41A	974	a	2FD	Opt	Opt	34	52x4	54x4	...
37	248	5.0	144	27.3	70-3200	L	C	C	7-2⅜	10⅛	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 30000H	Ros	L4IH	270	a	TD	132	78	34	40x2½	54x3	½
38	248	5.0	144	27.3	70-3200	L	C	C	7-2⅜	10⅛	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 31000H	Ros	L4IH	315	a	TD	132	78	34	40x2½	54x3	½
39	339	4.7	212	38.4	76-2400	L	G	C	7-2⅜	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	374	a	TD	156	101	34	40x2½	54x3	½
40	339	4.7	212	38.4	76-2400	L	G	C	7-2⅜	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	405	a	TD	156	101	34	40x2½	54x3	½
41	383	4.4	262	43.3	92-2400	L	G	A	7-2⅜	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	405	a	FD	156	99⅝	34	41½x2½	54x3	½
42	383	4.4	262	43.3	92-2400	L	G	A	7-2⅜	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35120H	Ros	L4IH	494	a	FD	156	99⅜	34	40x2½	54x3½	½
43	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	PC	Mo	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	Ws4IA	620	a	FD	168	112¼	34	40x2½	56x3½	½
44	222	4.9	142	27.3	68-2600	L	G	A	4-2⅜	7⅝	FP	Ha	Zen	M	AL	AL	P.BL	Mo	Pet	Tim 11703H	Ros	L4IH	229	B	ID	108	72	34	40x2½	50x3	½
45	255	5.1	170	27.3	68-2600	L	G	A	4-2⅜	7⅝	FP	Ha	Zen	M	AL	AL	P.BL	Mo	Pet	Tim 12703H	Ros	L4IH	240	G	ID	120	84	34	40x2½	50x3	½
46	462	4.6	240	45.9	100-2400	L	G	A	7-3	13⅜	FP	Wa	Zen	M	AL	AL	P.BL	Mo	Pet	Tim 14703H	Ros	L4IH	400	G	ID	132	96	34	40x2½	50x3	½
47	462	4.6	300	45.9	100-2400	L	G	A	7-3	13⅜	FP	Wa	Zen	M	AL	AL	D.BL	Mo	Pet	Tim 15733	Ros	2M	520	G	ID	132	96	34	40x3	50x3	½
48	517	4.5	335	48.6	110-2400	L	G	A	7-3	13⅜	FP	Wa	Zen	M	AL	AL	D.BL	Mo	Pet	Tim 17300	Ros	2M	615	G	ID	132	96	34	40x3	50x4	½
49	420	5.2	310	45	140-2800	L	G	C	5-2⅝	12	FP	Ha	Zen	M	AL	AL	D.BL	Mo	Pet	Tim 26450H	Ros	L4IH	690	G	....	180	120	33	44x3	56x4	½
50	241	4.5	143	27.3	57-2500	L	G	C	4-2⅜	8⅛	FP	Bu	Str	V	AL	AL	D.Fu	Ch	Blo	Tim 14703H	Ros	L4IH	452	a	TI	128	88	34	40x2¼	48x3	½
51	340	4.2	212	38.4	82-2400	H	G	N	7-2⅜	13⅛	FP	Co	Str	V	AL	AL	D.Fu	Mc	Blo	Tim 33000H	Ros	L4IH	660	a	TD	141	87	34	43x2½	48x3	½
52	381	4.2	236	40.8	88-2400	H	G	N	7-2¾	13⅛	FP	Co	Str	V	AL	AL	D.Fu	Ch	Blo	Tim 15733H	Ros	L4IH	768	a	RI	134	103½	34	46x3	54x3	½
53	251	3.8	155	25.6	46-2000	L	G	C	3-2	9¾	PC	No	Zen	V	AL	AL	D.Fu	Yo	Blo	Shu 310	Ros	W2IM	465	G	2I	84	49	33¾	36x2½	54x3	½
54	251	3.8	155	25.6	46-2000	L	G	C	3-2	9¾	PC	No	Zen	V	AL	AL	D.Fu	Yo	Blo	Shu 5510	Ros	W2IM	465	G	2I	84	49	33¾	40x2½	54x3	...
55	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	V	AL	AL	D.Fu	Yo	Blo	Shu 5429	Ros	L4IH	406	G	TD	84	53½	34	40x2½	54x3	½
56	283	4.2	185	28.9	56-2000	L	G	C	3-2	9¾	PC	No	Zen	V	AL	AL	D.Fu	Yo	Blo	Shu 5510	Ros	W2IM	465	G	2I	85	53	33¾	40x2½	54x3	½
57	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	V	AL	AL	D.Fu	Yo	Blo	Shu 5510	Ros	W2IM	465	G	2I	85	53	33¾	40x2½	54x3	½
58	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	L4IH	406	G	TD	88	57½	31	40x2½	54x3	½
59	339	4.7	225	38.4	73-2000	L	G	B	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	L4IH	498	G	TD	108	74	31	40x2½	54x3	½
60	339	4.7	210	38.4	70-2000	L	G	C	7-2⅝	13¼	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own	Ha	Own	142	a	2I	113¼	83⅞	34	44x2½	50x3	½
61	360	4.7	230	40.8	73-2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	RB	RB	D.BL	Mo	Blo	Own	Ros	Own	142	a	2I	113¼	83⅞	34	44x2½	50x3	½
62	428	4.4	278	45.9	90-2000	L	G	C	7-3	15	PC	Ha	Zen	M	RB	LN	D.BL	Mo	Blo	Own	Ros	Own	142	a	2I	113¼	83⅞	34	44x2½	50x3	½
63	501	4.9	330	48.6	106-2000	L	G	C	7-3	15	PC	Ha	Zen	M	NE	LN	D.BL	Mo	Blo	Own	Ros	Own	142	a	2I	113¼	83⅞	34	44x2½	50x3	½
64	501	4.9	330	48.6	106-2000	L	G	A	7-3	15	PC	Ha	Zen	M	NE	LN	D.BL	Mo	Blo	Own	Ros	Own	170	a	2I	113¼	83⅞	34	44x2½	50x4	½
65	529	4.9	...	51.2	112-2000	L	G	A	7-3	15	PC	Ha	Zen	M	RB	LN	D.BL	Mo	Blo	Own	Ros	B4IMV	666	a	TX	113¼	83⅞	34	44x3	50x4	½
66	385	5.0	274	39.2	125-2800	L	C	S	9-2⅝	14½	CC	Ha	Str	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	116¾	62½	34	38x2½	56x3	½
67	361	4.7	229	40.3	77-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	113½	59½	34	38x2½	56x3	½
68	298	4.7	190	33.7	70-2600	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	113½	59½	34	38x2½	56x3	½
69	361	4.7	229	40.3	77-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	143½	89½	34	38x2½	56x3	½
70	361	4.7	229	40.3	77-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	119½	65	34	41x2½	56x3	½
71	428	4.6	280	46.	94-2200	L	G	A	7-3	15	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	118¼	63¾	34	41x2½	56x3	½
72	501	4.6	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	118¼	63¾	34	41x2½	56x3	½
73	501	4.6	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	T4IA	618	D	CD	132¾	78¼	34	41x3	56x3½	½
74	611	4.5	410	54.1	130-2000	L	G	A	7-3½	16⅜	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	T4IA	618	D	TX	117	62½	34	41x3	56x3½	½
75	501	4.6	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	TO4IA	720	D	CD	132¾	78¼	34	41x3	56x4	½
76	611	4.5	410	54.1	130-2000	L	G	A	7-3½	16⅜	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	TO4IA	720	D	TX	127	72½	34	41x3	56x4	½
77	479	4.6	318	51.3	104-2200	L	G	A	7-3	15	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	TO4IA	720	D	CD	132¾	78¼	34	41x3	56x4	½
78	611	4.5	410	54.1	130-2000	L	G	A	7-3½	16⅜	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Tim 27050	Ros	TO4IA	720	D	TX	137¾	82½	34	41x3	56x4	½
79	779	4.5	510	66.1	156-1800	L	G	A	7-3½	16⅜	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 27050	Ros	TO4IA	720	D	TX	137	102½	34	41x3	56x4	½
80	214	5.0	132	27.3	52-2200	L	G	C	4-2⅛	9⅛	PC	No	Str	V	AL	AL	P.BB	Lo	Blo	Col 5540	Ha	L4IH	297	aP	FX	106¾	63	34	36x2¼	48x2½	N
81	241	4.5	143	27.3	53-2200	L	G	C	4-2⅜	....	PC	No	Zen	V	AL	AL	P.BL	Lo	Blo	Col 5530	Ha	L4IH	297	aP	FX	103½	63	34	36x2¼	48x2½	½
82	331	4.5	202	33.7	64-2100	L	G	C	4-2½	9	PC	No	Zen	V	AL	AL	D.Fu	Lo	Blo	Tim 35000H	Ha	L4IH	394	aP	FX	144	90	34	40x2¼	50x3	½
83	331	4.5	202	33.7	64-2100	L	G	C	4-2½	9	PC	No	Zen	V	AL	AL	D.BL	Lo	Blo	Tim 35000H	Ha	L4IH	584	aP	FX	144	82	34	40x2¼	54x3	½
84	411	4.5	270	40.8	83-2100	L	G	C	4-2½	9⅞	PC	Bu	Zen	V	AL	AL	Fu	Lo	Blo	Tim 35000H	Ha	L4IH	584	aP	FX	156	97½	34	42x2½	54x3	½
85	420	4.2	268	45.9	100-2200	L	C	C	7-2¾	12⅛	PC	No	Str	V	AL	AL	D.Fu	Lo	Blo	Tim 1660W	Ha	4IA	447	aP	FX	216	148	34	42x3	60x4	½
86	611	..	400	54.	126-2000	L	G	A	7-3½	16⅜	PC	Mo	Zen	M	AL	LN	P.Lo	Mo	Spi	.....	Ros	C4IA	529	DP	FX	168	104½	34	44x3½	56x4	½
87	638	4.3	415	54.1	118-1850	L	G	C	4-3	10⅛	PC	Ha	Zen	M	AL	LN	P.BL	Mo	Blo	Tim 27450	Ha	L4IH	480	DP	FX	192	134	34	42x3	56x4	½
88	779	..	510	66.1	164-2000	L	G	A	7-3½	16⅜	PC	Mo	Zen	M	AL	LN	P.Lo	Mo	Spi	.....	Ros	C4IA	637	DP	FX	126	82½	34	44x3½	56x5	½
89	205	4.8	136	23.3	51-2500	L	G	B	5-3	8⅛	FP	No	Zen	M	DR	DR	P.Lo	Pe	Cle	Own	Ros	L4IH	246	P	TX	102⅛	60⅛	34	40x2	50x2½	O
90	215	5.0	136	23.3	61-3000	L	G	B	7-2½	10⅛	FP	No	Zen	M	DR	DR	P.Lo	Pe	Cle	Own	Ros	L4IH	246	P	TX	102⅛	60⅛	34	40x2	50x2½	O
91	268	5.3	170	27.3	85-3200	L	C	A	7-2⅛	12	CC	No	Sch	V	DR	DR	dp.Lo	Ow	Cle	Own	Ros	L4IH	280	P	TX	97⅛	52⅛	40⅜	38x2	50x2½	N
92	268	4.7	160	27.3	70-2800	L	C	A	7-2⅛	12	CC	No	Sch	V	DR	DR	P.BL	Ow	Cle	Own	Ros	L4IH	289	P	TX	97⅛	52⅛	40⅛	38x2¼	50x2½	N
93	268	4.7	160	27.3	70-2800	L	C	A	7-2⅛	12	CC	No	Sch	V	DR	DR	P.BL	Mc	Cle	Own	Ros	L4IH	289	P	TX	111⅛	67⅛	40⅜	38x2¼	50x2½	N
94	268	4.7	160	27.3	70-2800	L	C	A	7-2⅛	12	CC	No	Sch	V	DR	DR	P.BL	Mc	Cle	Own	Ros	L4IH	344	P	TX	86⅛	59⅛	40½	38x2½	50x3	N
95	268	4.7	160	27.3	70-2800	L	C	A	7-2⅛	12	CC	No	Sch	V	DR	DR	P.BL	Mc	Cle	Own	Ros	L4IH	344	P	TX	....	....	40½	38x2½	54x3	N
96	381	4.9	245	40.8	101-2600	L	G	B	7-3	12⅝	FP	No	Sch	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IHV	390	a	FD	143	83	34	44x3	56x3½	...
97	248	5.1	150	27.3	65-2600	L	G	C	7-2⅜	10⅝	FP	No	Zen	G	DR	DR	P.BB	Yo	Spi	Tim 30000H	Ros	L4IH	380	G	TX	Opt	Opt	31½	40x2½	50x3	½
98	298	4.7	192	33.7	66-2200	L	G	C	7-2⅝	13¼	PC	No	Zen	G	AL	AL	D.BB	Yo	Spi	Tim 12703H	Ros	L4IHV	452	G	TX	Opt	Opt	31½	40x2½	50x3	½
99	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Tim 33020H	Ros	L4IHV	578	G	TX	Opt	Opt	31½	40x2½	50x3	½
100	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Tim 33020H	Ros	L4IHV	658	G	TX	Opt	Opt	31½	40x2½	50x3	½
101	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Tim 33020H	Ros	L4IHV	658	G	TX	Opt	Opt	31½	40x2½	50x3	½
102	360	4.7	238	40.3	80-2200	L	G	C	7-2⅝	13¼	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Shu 5572	Ros	L4IHV	768	H	TD	Opt	Opt	31½	40x2½	50x3	½
103	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Shu 5572	Ros	L4IH	768	H	TD	Opt	Opt	31½	40x2½	50x3	½
104	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Shu 637	Ros	L4IHV	893	G	TD	Opt	Opt	31½	40x2½	50x3	½
105	528	4.4	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Shu 638	Own	Ws	847	G	TD	Opt	Opt	31½	42x3	60x3½	½
106	478	4.4	318	51.2	103-2200	L	G	C	7-3	15	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Tim 14703	Ros	L4IH	768	G	TD	Opt	Opt	31½	40x2½	50x3	½
107	478	4.4	318	51.2	103-2200	L	G	C	7-3	15	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Tim 14703	Ros	L4IH	893	H	TD	Opt	Opt	31½	40x2½	50x3	½
108																															
109	214	5.0	137	28.0	72-3300	L	C	A	4-2⅜	6⅜	CC	....	Zen	M	DR	DR	P.Lo	Pe	MM	Tim	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	N
110	248	5.0	160	28.0	70-3000	L	C	C	7-2⅜	9⅛	CC	....	Zen	M	DR	DR	P.BB	Pe	Spi	Tim	Ros	L4IH	269	P	TX	120	76	34	42x2½	54x2½	½
111	248	5.0	160	28.0	70-3000	L	C	C	7-2⅜	9⅛	CC	....	Zen	M	DR	DR	D.BL	Pe	Spi	Tim	Ros	L4IHV	282	a	TX	120	76	34	42x2½	54x3	½
112	315	4.6	200	33.7	72-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS										FRAME		
											ENGINE		TRANSMISSION			REAR AXLE				GEAR RATIOS			
			Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	Sterling	FC107	5–6	5200	192	222	.....	8200	P36x8	DP36x8	Wau 6SRL	6-4¾x5½	Own UC2	U 4	Op	Own	CD	R	8.20	54.6	12x3¼x¼	C
2	(concluded)	FC120	6–7	5350	192	222	.....	8550	P40x8	DP40x8	Wau 6MK	6-4½x4¾	Own UC2	U 4	Op	Own	CD	R	9.3	62.2	12x3¼x¼	C
3		FC120S	7½	5650	192	222	.....	8400	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	Own UC2	U 4	J 3	Own	CD	R	8.66	61.7	12x3¼x¼	C
4		FW140, FD140	7–8	6070	192	222	.....	10050	P40x8	DP42x9	Wau 8SRL	6-4⅜x5½	Own UC2	U 4	Op	Tim	w/2	R	10.0	66.6	15x3¼x¼	C
5		FC135	7–8	5825	192	222	.....	8900	P40x8	DP40x8	Wau 8SRL	6-4⅜x5½	Own UC2	U 4	Op	Own	CD	R	9.3	62.2	15x3¼x¼	C
6		FC140	8–8½	6500	200	230	.....	9350	P40x8	DP40x8	Wau HB	6-4¼x5¾	Own UC2	U 4	Op	Own	CD	R	8.3	55.2	15x3¼x¼	C
7		FC145	8–8½	6925	200	230	.....	10100	P40x8	P40x8	Wau AB	6-4½x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	C
8		FW170, FD170	9½x10½	6070	200	230	.....	10550	P40x8	DP44x10	Wau AB	6-4½x5¾	Own UC8	U 4	Op	Tim	w/2	R	10.0	62.7	15x3¼x3¼	C
9		FC170	9½x10½	7595	200	230	.....	10550	P40x8	DP42x9	Wau RB	6-5x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	C
10	Stewart	30	1	695	130	160	.....	2977	B6.50/20	B6.50/20	Lyc AFE	4-3¾x4½	War	U 4	No	Cla	SF	H	5.6	35.8	6x2¼x½	T
11		30X	1	795	130	160	6305	3018	B6.50/20	B6.50/20	Lyc WTG	6-3¾x4¾	WG T9	U 4	No	Cla	SF	H	6.38	40.8	6x2¼x½	T
12		40XA	1½	995	145	176	.....	3460	B6.50/20	DB6.50/20	Lyc SA	6-3¼x4¾	War	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x½	T
13		50X	2	1195	145	176	.....	4015	B6.50/20	DB6.50/20	Lyc SB	6-3⅜x4½	War	U 4	No	Cla	SF	H	6.37	22.9	7½x2¾x½	T
14		29XS	2	1695	145	190	.....	4960	B.700/20	DB7.00/20	Lyc ASD	6-3¾x4½	Ful	U 4	No	Cla	SF	R	6.37	44.4	7½x2¾x½	T
15		32X	2½	1990	165	220	.....	5260	B7.00/20	DB7.00/20	Lyc ASD	6-3¾x4½	Fu	U 4	No	Cla	SF	R	6.37	44.4	7½x2¾x½	T
16		58-8	2½	2290	170	226	.....	5970	B7.50/20	DB7.50/20	Lyc HFA	8-3⅜x4½	Fu	U 4	No	Cla	SF	H	7.25	47.0	9x2¾x½	T
17		18X	3	2690	165	220	.....	6400	B7.50/20	DB7.50/20	Lyc TS	6-3½x5	Fu	U 4	No	Tim	WF	R	7.25	47.5	9x2¾x½	T
18		48-8	3	2990	170	241	.....	6750	B8.25/20	DB8.25/20	Lyc AEC	8-3⅜x4¾	BL	U 4	...	Cla	SF	F	7.12	50.1	9x2¾x½	T
19		19X	3½	3690	165	235	.....	7110	B9.00/20	DB9.00/20	Lyc TS	6-3½x5	Fu	U 4	A 3	Tim	WF	R	7.25	127	9x2¾x½	T
20		38-6	3½	3990	170	241	.....	7600	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5½	BL	U 4	A 3	Tim	DF	...	7.3	147	9x2¾x½	T
21		38-8	3½	3990	170	241	.....	7600	B9.00/20	DB9.00/20	Lyc AE	8-3¾x4¾	BL	U 4	A 3	Tim	DF	...	7.3	147	9x2¾x½	T
22		31X	5	5190	165	235	.....	9340	B9.75/20	DB9.75/20	Wau 6SRK	6-4⅝x5½	BL	U 4	A 3	Tim	WF	R	8.2	15.1	9⅛x2¾x⅛	T
23		27XS	7	6190	165	235	.....	10300	B10.50/24	DB10.50/24	Wau 6SRK	6-4⅝x5½	BL	U 4	A 3	Tim	WF	R	6.56	93.8	9⅛x2¾x⅛	T
24	Studebaker	S1	½	595	114	114	4285	2330	B5.25/19	B5.25/19	Own GL	6-3⅜x4⅛	WG T2C	U 3	No	Own 54	S½	H	4.73	15.2	6½x2x⅜	T
25		S21	1½	670	130	165	8000	2950	B6.00/20	P32x6	Own T1	6-3¼x4⅝	War T9	U 4	No	Cla B373	SF	H	5.66	35.8	6x2¾x⅛	T
26		S41	2	895	141	165	10000	3770	B6.50/20	DB6.50/20	Own T2	6-3¼x4⅝	War T9	U 4	No	Tim 54200A1	SF	H	6.8	43.5	7x2¾x½	T
27		120	3	1350	141	183	16000	4700	B6.50/20	DP32x6	Own T2	6-3¼x4⅝	War T9	U 4	A 2	Tim 58200	SF	H	6.8	77.1	8x2¾x¼	P
28	Walter	FN	2½	4500	120	.....	14000	6500	B9.00/20	B9.00/20	Own 6MK	6-4⅛x4¾	Own FN	U 5	No	Own FN	2D	H	7.0	70.0	7x2¾x¼	P
29		FM	3½–4	5500	120	144	18000	7500	B9.00/20	DB9.00/20	Own 6SRL	6-4⅜x5½	Own FM	U 5	No	Own FM	2D	H	6.00	50.0	12x2¾x¼	P
30		FKD	3½–5	6300	118	136	21000	8000	B9.00/24	DB9.00/24	Own 6SRL	6-4⅜x5½	Own FK	U 5	No	Own FK	2D	H	8.50	85.0	11x3x¼	P
31		FCS	5–7	6900	136	160	26000	9000	B9.75/24	DB9.75/24	Own 6SRL	6-4⅜x5½	Own FH	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	C
32		FBS	5–7	7900	136	160	26000	9000	B9.75/24	DB9.75/24	Own 6RB	6-5x5¾	Own FH	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
33		FBRS	7–9	8300	136	160	31000	10000	B10.50/24	DB10.50/24	Own 6RB	6-5x5¾	Own FH	U 5	No	Own FHR	2D	H	8.5	85.0	13x3x¼	P
34	Ward LaFr.	25R14	3	2975	Op	Op	14000	6200	B8.25/20	Wau 6ML	6-4x4¾	BL	U 4	No	Tim 56200H	SF	R	Op	Op	12x3x¼	B
35		25B14	3	2975	Op	Op	14000	6200	B8.25/20	Own	8-3⅜x4½	BL	U 4	No	Tim 56200H	SF	R	Op	Op	12x3x¼	B
36		30B18	4	3585	197	209	18000	7000	B9.00/20	DB9.00/20	Own	8-3⅜x4½	BL	A 4	Op	Tim 65200H	2F	R	Op	Op	12x3½x⅜	B
37		30R18	4	3585	197	209	18000	7000	B9.00/20	DB9.00/20	Wau 6MK	6-4¼x4¾	BL	A 4	Op	Tim 65200H	2F	R	Op	Op	12x3½x⅜	B
38		35R	5	4675	Op	Op	23000	8700	B9 75/20	DB9.75/20	Wau SRL	6-4⅜x5½	BL	A 4	Op	Tim 65720H	WF	R	Op	Op	14x3½x⅜	B
39		35B	5	4675	Op	Op	23000	8700	B9.75/20	DB9.75/20	Lyc	8-3¾x4¾	BL	A 4	Op	Tim 65720H	WF	R	Op	Op	14x3½x⅜	B
40		75RW	7½	6900	Op	Op	28000	10500	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL714	U 4	A 3	Tim 66720W	WF	R	Op	Op	14x3½x¼	T
41		100RW	10	7350	Op	Op	32000	11500	B10.50/24	DB10 50/24	Wau RB	6-5x5¾	BL 714	U 4	A 3	Tim 68720W	WF	R	Op	Op	14x3½x¼	T
42	White (12)	60K	1¼–1½	1850	112	.....	.....	3905	B7 00/20	B7 00/20	Own 2A	6-3½x4½	Own 3BC	U 3	No	Own 4C	S½	H	5.8	17.6	15x5x⅛	C
43		601	1¼–1½	1850	138	157	.....	4210	B7.50/20	B7.50/20	Own 2A	6-3½x4½	Own 5B	U 4	No	Own 4C	S½	H	4.73	19.5	6½x2⅝x⅛	C
44		161	1¼–1½	1700	138	157	.....	4420	B7.50/20	B7.50/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 4C	S½	H	4.73	19.5	6½x2⅝x⅛	C
45		602	1½–2	2050	138	157	.....	4500	B7.00/20	DB7.00/20	Own 2A	6-3½x4½	Own 5B	U 4	No	Own 4CB	S½	H	4.73	19.5	6½x2⅝x⅛	C
46		162	1½–2	1900	138	157	.....	4710	B7 00/20	DB7.00/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 4CB	S½	H	4.73	19.5	6x2⅝x⅛	C
47		611	2–2½	2450	148	196	.....	4960	B7.00/20	DB7.00/20	Own 4A	6-3¾x4½	Own 5B	U 4	No	Own 7C	S½	H	5.67	23.4	6⅝x3⅛x¼	C
48		211	2–2½	2300	148	198	.....	5170	B7.00/20	DB7.00/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 7C	S½	H	5.67	23.4	6⅝x3⅛x¼	C
49		56	2–2½	3125	165	175	.....	5276	S36x4	S36x7	Own GRC	4-4x5¾	OwnGRBB	U 4	No	Own 3C	S½	H	6.33	26.2	7x3x¼	
50		612	2½–3	2800	148	196	.....	5295	B7.50/20	DB7.50/20	Own 4A	6-3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3⅛x¼	C
51		212	2½–3	2650	148	198	.....	5500	B7.50/20	DB7.50/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 7CB	S½	H	5.67	23.4	6⅝x3⅛x¼	C
52		620	2½x3	4350	157	195	.....	7430	B8.25/20	DB8.25/20	Own 3AD	6-4x5¼	Own 4B	U 4	No	Own 14C	SF	R	6.38	41.8	7⅛x2¼x½	C
53		51A	2½–4	3750	170	190	.....	6438	S36x5°	S36x8°	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 51A	S½	R	7.14	35.2	8⅝3x¼	C
54		621	3–4	4650	157	195	.....	7945	B9.00/20	DB9.00/20	Own 3AD	6-4x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	7⅛x2¼x½	C
55		630	3–4½	5000	168	215	.....	8500	B9.00/20	DB9.00/20	Own 3AD	6-4x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	8x3x¼	C
56		640	3–4½	6100	180	214	.....	9200	B9.00/20	DB9.00/20	Own 1AB	6-4⅜x5¾	Own 7B	U 4	No	Own 10C	SF	R	5.18	33.9	8½x3⅛x⅛	C
57		58	3–5	4400	180	195	.....	7797	S36x5°	DS36x5°	Own GRB	4-4¼x5¾	Own 4B	U 4	No	Own 2C	2F	R	7.6	49.7	8½x3⅛x⅛	C
58		58-8S	3–5	5300	196	...	30000	.....	B10.50/24	DB10.50/24	Own GRB	4-4¼x5¾	Own 4B	U 4	No	Own 6C	2F	R	11.8	77.5	10½x3x⅛	L
59		55	5	4650	174	215	.....	8737	S36x5°	DS40x5	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 55	2F	R	10.1	66.1	8x18.4 lb.	I
60		631	3½–6	5750	168	215	.....	9000	B9.75/20	DB9.75/20	Own 3AD	6-4x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
61		641	3½–6	6450	180	214	.....	9700	B9.75/20	DB9.75/20	Own 1AB	6-4⅜x5¾	Own 7B	U 4	No	Own 2C	2F	R	7.16	46.9	8½x3⅛x⅛	C
62		642	4–7½	6750	180	214	.....	10600	B9.75/24	DB9.75/24	Own 1AB	6-4⅜x5¾	Own 7B	U 4	No	Own 13C	2F	R	10.2	66.5	8½x3⅛x⅛	C
63		52	5–7½	5100	174	215	.....	9409	S36x6°	S40x12	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 52	2F	R	11.7	58.4	8x18.4 lb.	I
64		643	5–9	6950	180	214	.....	10500	B10.50/24	DB10.50/24	Own 1AB	6-4⅜x5¾	Own 7B	U 4	No	Own 13C	2F	R	10.2	66.5	8½x3⅛x⅜	C
65	Wichita	6-21	1½–3	2600	160	Op	12600	4695	B7.50/20	DB7.50/20	Wau MS	6-3¾x4¼	Fu MLU	U 4	No	Own 30R	WF	H	6.5	34.8	5½x2¼x¼	C
66		6-60	2½–5	3750	170	Op	15300	5945	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	Fu JVUOG	U 5	No	Own 30R	WF	H	4.8	38.7	7x2¼x¼	C
67		6-95	3½–7	4950	173	Op	23400	8103	B9.75/20	DB9.75/20	Wau SRL	6-4⅝x5½	Fu MHOG	A 4	U 2	Own 50R	WF	H	5.8	86.5	7x2¼x¼	P
68	Willys Over.	6. C113	½	415	113	113	4000	1875	B5.00/19	B5.00/19	Own C113	6-3¼x3⅞	Own C113	U 3	No	Own C113	S½	H	4.6	12.4	5½x2¼x⅛	T
69		C131	1½	595	131	131	7600	2750	B5.50/20	P32x6	Own C131	6-3¼x3⅞	War T9	U 4	No	Cla B373B	SF	H	6.3	40.8	6x2¾x½	C
70		C157	1½	635	157	157	7600	2900	B5.50/20	P32x6	Own C157	6-3¼x3⅞	War T9	U 4	No	Cla B373B	SF	H	6.3	40.8	7⅛x2¾x½	C
71	Witt Will	C2B	2	2450	158	...	12500	5000	B6 50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	BL 35-4	U 4	No	Tim 56200H	BF	H	6.16	36.4	6x2½x¼	C
72		C2W	2	2500	158	...	12500	5000	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	BL 35-4	U 4	No	Tim 64800H	WF	H	7.4	44.0	6x2½x¼	C
73		R2B	2	2550	158	...	12500	5400	B6.50/20	DB6.50/20	Con 16R	6-4x4½	BL 35-4	U 4	No	Tim 56200H	BF	H	5.28	28.3	6x2½x¼	C
74		R2	2	2550	158	...	13200	5400	B6.50/20	DB32x6	Con 16R	6-4x4½	BL 35-4	U 4	No	Tim 64800H	WF	H	6.0	32.1	6x2½x¼	C
75		R3B	3	3150	159	...	15500	6075	B8.25/20	DB8.25/20	Con 18R	6-4x4½	BL 51	U 4	No	Tim 58200H	BF	H	6.83	36.5	7x2½x¼	C
76		R3	3	3150	159	...	15500	6075	B8.25/20	DB8.25/20	Con 18R	6-4x4½	BL 51	U 4	No	Tim 65200H	WF	H	6.75	37.4	7x2½x¼	C
77		R35	3½	4200	159	...	16800	6400	B9.00/20	DB9.00/20	Con 18R	6-4x4½	BL 51	U 4	No	Tim 65720H	WF	H	6.75	38.8	7x2½x¼	C
78		R4	4	4440	159	...	21600	7600	B9.75/20	DP9.75/20	Con 20R	6-4½x4¾	BL 55	U 4	No	Tim 65720H	WF	R	7.25	38.8	7x2½x¼	P
79		R4X	4	4600	159	...	21600	7600	B9.75/20	DP9.75/20	Con 21R	6-4½x4¾	BL 55	U 4	No	Tim 65720H	WF	R	6.8	38.8	7x2½x¼	P
80		R5	5	5300	159	...	24000	8500	B10.50/20	DB10.50/20	Con 20R	6-4½x4¾	BL 55	A 4	A 7	Tim 66700H	WF	R	9.0	98.2	8x3x¼	C
81		R55	5½	5700	159	...	27000	9000	B10.50/20	DB10.50/20	Con 21R	6-4½x4¾	BL 60	A 4	A	Tim68700DH	WF	R	10.0	48.2	8x3x¼	C
82	Woods	32	1½	1995	160	Op	.....	4400	B6.50/20	DB6.50/20	Her WXA2	6-3½x4½	BL	U 4	No	Tim	SF	H	Opt	Opt	6x3½x¼	C
83		41	2	2550	170	Op	.....	5275	B7.50/20	DB7.50/20	Her WXB	6-3¾x4½	BL 314	U 4	No	Tim	SF	O	Opt	Opt	6x3½x¼	P
84		45	3	3465	180	Op	.....	5625	B7.50/20	DB7.50/20	Her WXC	6-4x4½		U 4	No	Tim	SF	O	Opt	Opt	6x3½x¼	P
85		53B	3½	3995	190	Op	.....	6200	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	BL 51	U 5	Op	Tim 58200H	SF	R	Opt	Opt	7x3½x¼	P
86		53W	3½	4595	190	Op	.....	6675	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 55	A 7	No	Tim 65720H	2F	R	Opt	Opt	7x3½x¼	P
87		75	4	4960	190	Op	.....	7200	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	BL 615	U 5	No	Tim 75720H	2F	R	Opt	Opt	7x3½x⅜	P
88		90	5	5560	190	Op	.....	8100	B9.75/22	DB9.75/22	Her YXC4	6-4⅝x5¼	BL 714	U 4	Op	Tim 66720	2F	R	Opt	Opt	7x3½x⅜	P
89		105	.....	6975	190	Op	.....	8700	B10.50/22	DB10.50/22	Her HXC	6-5¼x6	BL 70	A 4	No	Tim 68720	2F	R	Opt	Opt	.....	P
90	World	DA-60	1	1195	150	166	8500	3650	B6.00/20	DB6.00/20	Lyc WTG	6-3x4¾	WG T9	U 4	No	Tim 53200H	SF	H	6.38	40.8	6¾x2¾x¼	T
91		DB-60	1½	1545	150	166	10000	3900	B6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	WG T9	U 4	No	Tim 53200H	SF	H	6.38	40.8	6¾x2¾x¼	T
92		DC-60	2	1845	150	164	12000	4450	B7.00/20	DB7.00/20	Lyc 4SL	6-3¼x4½	WG T9	U 4	No	Tim 54200H	SF	H	6.8	43.5	6x3x¼	T
93		DA-88	2	2300	151	167	12000	4720	B7.50/20	DB7.50/20	Lyc GU	8-3x4¾	Fu MLU	U 4	No	Tim 54200H	SF	H	6.8	34.2	6x3x¼	T
94		DB-88	2½	2595	178	178	13200	5040	B8.25/20	DB8.25/20	Lyc GU	8-3x4¾	Fu MLU	U 4	No	Tim 56200H	SF	R	7.4	48.1	7x3x¼	T
95		DC-88	3	3295	164	182	15000	5400	P34x7	DP34x7	Lyc HD	8-3¼x4½	Fu MGU	U 4	No	Tim 56200H	SF	R	7.4	48.1	7x3x¼	T
96		DA-115	4	3595	168	182	17500	6100	P36x8	DP36x8	Lyc HD	8-3¼x4½	Fu MGU	U 4	No	Tim 58200H	SF	R	7.8	50.7	8x3x¼	T
97		DB-115	5	3895	165	191	20000	6550	P36x8	DP36x8	Lyc HD	8-3¼x4½	Fu MGU	U 4	No	Tim 65706D	WF	R	8.5	55.2	8x3x¼	T
	Six-Wheelers																						
98	Autocar	GE	4R	12500	198	234	45000	16300	P9.75/20	DP9.75/20	Sterling	6–5¼x6	BL 714	U 4	A 3	TimSwd410w	WF	R	8.2	82.	10½x3x⅛	P
99	Chicago	1-56-D	4	10	6000	174	222	40000	12740	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	BL 60	A 7	No	Tim 300W	WF	R	7.75	73.6	8x3½x⅛	C
100	Corbitt	20SW6	4R	3–5	5720	Op	Op	22000	9000	B7.50/20	DB7.50/20	Con 20R	6-4½x4¾	BL 615	A 7	No	TimSW100W	WF		Opt	Opt	8x3½x¼	T
101		28SW6	4R	5–7½	6380	Op	Op	30000	12000	P34x7	DP34x7	Con 21R	6-4⅝x4¾	BL 607	A 7	No	TimSW200W	WF		Opt	Opt	8x3x⅛	C
102		36SW6	4R	7½–10	8800	Op	Op	38000	11500	B36x8	DP36x8	Con 21R	6-4⅝x4¾	BL 607	A 7	No	TimSW310W	WF		Opt	Opt	10½x3½x⅛	T
103		40SW6	4R	10–15	11000	Op	Op	13000	13000	P38x9	DP38x9	Con 16H	6-4⅜x5¾	BL 707	A 7	No	TimSW410W	WF		Opt	Opt	10½x3½x⅛	T
104	Day Elder	285	4R	8	5295	164	232	28500	12000	B8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	BL 554	A 7	No	TimSwD200h	WF	R	7.5	71.2	10x3¾x⅛	C
105		345	4R	10	6395	164	232	34500	12500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	BL 1714	A 7	No	TimSwd310w	WF	R	8.5	79.9	10x3¾x⅛	C
106		402	4R	12	7495	164	232	40200	14200	B9.75/20	DB9.75/20	Con 16H	6-4¾x5¾	BL 1714	A 7	No	TimSwd410w	WF	R	9.0	84.6	10x3¾x⅛	C
107	Diamond T	801	4R	4	4140	189	219	21000	8500	P36x8	P36x8	Her YXC	6-4⅜x4¾	BL 55	A 7	No	Own	WF	H	Opt	Opt	6½x3x¼	P
108		1201	4R	6	5600	180	210	28000	11000	P34x7	DP34x7	Her RXB	6-4½x5¼	BL 60	A 7	No	Tim SW200	WF	H	Opt	Opt	9x3½x¼	P
109		1602	4R	8	6400	175	210	36000	11700	P36x8	DP36x8	Her RXC	6-4½x5¼	BL 60	A 7	No	Tim SW310	WF	R	Opt	Opt	9x3½x¼	P
110		1603	4R	8	7500	184	224	36000	12500	P36x8	DP36x8	Wau 6RB	6-5x5¾	BL 70	A 7	No	Tim SW310	WF	R	Opt	Opt	9x3½x¼	P
111	Douglas	F66	4R	5	7900	210	Op	36000	10000	P36x8	DP36x8	Bud GL6	6-4½x6	Fu HOG	U 8	A 8	Wis 8017	WF	R	7.75	72.7	10x2¾x⅜	T
112	Fageol	4-46	4R	.....	3900	172	205	22000	9400	P32x6	DP32x6	Wau MK	6-4½x4¾	BL 314	U 4	...	Tim Own	WF	R	7.66	50.	6⅞x3½x⅛	C
113		6-26	2R	.....	6000	195	220	28000	11100	B9.00/20	DB9.00/20	Wau 8RL	6-4⅜x5½	BL 554&60	U4	A 3	Tim Own	w/2f	R	5.19	127.	8x3½x⅛	C
114		8-46	4R	.....	6900	195	220	34000	12200	B9.00/20	DB9.00/20	Wau 8RL	6-4⅜x5½	BL 554&60	U4	A 3	Tim Own	WF	R	5.19	127.	8x3½x⅛	C
115		10-26	2R	.....	7400	184	232	32000	13700	B9.00/20	DB9.00/20	Wau AB	6-4½x5¾	BL 714&60	U4	A 3	Tim Own	2F	R	5.19	90.3	8¼x4x⅜	C
116		10-46	4R	.....	8100	184	232	40000	14100	B9.00/20	DB9.00/20	Wau AB	6-4½x5¾	BL 714&60	U4	A 3	Tim Own	WF	R	5.19	90.3	8¼x4x⅜	C

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location and Type	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
2	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12⅛	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	500	a	JX	172	108	34	48x3	54x3	½
3	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	658	s	JX	172	108	34	48x3	54x3	½
4	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	Ws4IA	690	a	CX	172	108	34	48x3	60x4	½
5	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	500	s	JX	172	108	34	48x3	54x3	½
6	489	4.5	295	43.4	90-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
7	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
8	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	Ws4IA	690	a	CX	163	107	34	48x3	60x4	½
9	677	4.4	440	60.0	125-2000	L	G	A	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	566	s	JX	168	107	34	48x3	54x3	½
10	199	4.8	136	22.5	50-2600	L	G	C	3-2⅝	7¼	PC	No	Str	V	DR	DR	P.BB	Fe	Spi	Sal	Ros	B4IM	257	E	TX	77 1/16	40 1/16	32	38x2¼	50x2½	½
11	201	5.5	141	21.0	60-2600	L	G	C	4-2⅝	7	PC	No	Str	V	DR	DR	P.Lo	Pe	Spi	Sal	Ros	L4IH	257	E	TX	126	70	34	38x2¼	54x2½	½
12	224	4.8	142	25.3	61-2600	L	G	C	4-2⅝	7¼	PC	No	Str	V	DR	DR	P.BB	Fe	Spi	Sal	Ros	B4IM	257	E	TF	114¾	63¾	32	38½x2¼	50x2½	½
13	242	5.0	162	27.3	65-2800	L	G	C	4-2⅝	9¼	CC	No	Str	M	DR	DR	P.BB	Fe	Spi	Sal	Ros	B4IM	257	E	TF	114¾	63¾	32	38½x2¼	50x2½	½
14	299	5.0	193	33.8	85-2750	L	G	C	4-2⅝	9⅛	FP	No	Str	G	DR	DR	D.Fu	Fe	Spi	Cla	Ros	B4IM	308	E	TX	114¾	63¾	32	38x2¼	50x3	½
15	299	5.0	193	33.8	85-2750	L	G	C	4-2⅝	9⅛	FP	No	Str	G	DR	DR	D.Fu	Fe	Spi	Cla	Ros	B4IM	348	E	TX	114¾	63¾	32	38x2¼	50x3	½
16	354	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Pe	Str	V	DR	DR	D.Fu	Ow	Spi	Tim	Ros	B4IM	453	E	TX	137 1/16	80¼	32	40x3	56x3	½
17	322	5.2	225	36.5	100-2800	L	G	C	5-2⅜	11	CC	No	Str	M	DR	DR	D.Fu	Fe	Spi	Cla	Ros	B4IM	348	E	TF	142	84½	32	40x3	50x3	½
18	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	M	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IMV	348	E	TX	142	84½	32	40x3	56x3	½
19	354	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	PS	Ha	Str	V	DR	DR	D.Fu	Fe	Spi	Eat	Ros	B4IM	453	E	TX	136¼	79½	32	40x3	56x3	½
20	462	4.6	300	45.9	100-2000	L	G	C	7-3	12⅞	FP	Ha	Str	M	DR	DR	.BL	Fe	Spi	Eat	Ros	B4IMV	453	E	TX	142	84½	32	40x3	56x3	½
21	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	M	DR	DR	.BL	Fe	Spi	Eat	Ros	B4IMV	453	E	TX	142	84½	32	40x3	56x3	½
22	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	PS	.	Str	V	DR	DR	D.BL	Mo	Spi	Eat	Ros	B4IMV	565	E	TX	136¼	79½	32	40x3	56x4	½
23	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	V	DR	DR	D.BL	Ow	Spi	Eat	Ros	Ws4IA	759	E	TX	136½	76⅝	32	40x3	56x4	½
24	289	4.3	170	25.6	68-3200	L	C	C	4-2⅛	8⅛	CC	No	Str	M	DR	DR	P.Lo	Mc	Spi	Own 54	Ros	B4IM	148	p	4I	. . .	. . .	43½	36x1¾	54x1¾	N
25	230	4.6	154	25.4	75-3200	L	C	C	4-2⅛	8⅛	CC	No	Str	M	DR	DR	P.Lo	Mc	Spi	Cla 208B	Ros	B4IM	231	P	4I	83¼	48¼	34	36x1¾	45x2½	N
26	230	4.6	154	25.4	75-3200	L	C	C	4-2⅛	8⅛	CC	Ha	Str	M	DR	DR	DP.Lo	Mc	Cle	Tim 31010N	Ros	B4IM	284	P	4I	97 1/16	60	34	39x2	56x3	N
27	230	4.6	154	25.4	75-3200	L	C	C	4-2⅛	8⅛	CC	Ha	Str	M	DR	DR	DP.Lo	Mc	MM	Tim 31020	Ros	B4IMV	420	P	4I	97 1/16	60	34	39x2½	56x3	N
28	381	4.5	240	40.0	85-2200	L	G	C	7-2⅝	12⅜	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FN	Ros	O4FXM	450	D	FM	126	84	34	48x3	48x3	½
29	462	4.0	300	46.0	100-1900	L	G	C	7-3	13⅜	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FM	Ros	O4FXM	450	D	FM	126	84	34	48x4	48x4	½
30	462	4.0	300	46.0	100-1900	L	G	C	7-3	13⅜	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	108	78	36	52x4	52x4	½
31	462	4.0	300	46.0	100-1900	L	G	C	7-3	13⅜	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	OFXM	600	D	FX	126	96	36	52x4	52x4	½
32	677	4.4	440	60.0	130-1900	L	G	C	7-3½	13⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x5	½
33	677	4.4	440	60.0	130-1900	L	G	C	7-3½	13⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x5	½
34	358	4.6	225	38.4	77-2000	L	C	C	7-2⅝	10¼	FP	Ha	Str	M	DR	DR	P.BL	Mo	Spi	Tim 3300H	Ros	L4IHV	348	a	TX	108	60	33	40x2½	60x3	½
35	322	5.0	225	36.4	100-2400	L	C	C	. -2⅝	10¼	FP	Ha	Str	M	DR	DR	P.BL	Mo	Spi	Tim 3300H	Ros	L4IHV	348	a	TX	108	60	33	40x2½	60x3	½
36	322	1.9	225	36.4	100-2400	L	C	C	. -2⅝	10¼	FP	Ha	Str	P	DR	DR	P.BL	Mo	Spi	Tim 3300H	Ros	L4IHV	383	a	TD	111	57	33	40x2½	60x3	½
37	381	4.6	240	40.8	83-2200	L	G	C	7-2⅝	10½	FP	Ha	Str	P	DR	DR	P.BL	Mo	Spi	Tim 3500H	Ros	L4IHV	383	a	TD	111	57	33	40x2½	60x3	½
38	462	4.6	300	45.9	97-2000	L	G	C	7-3	13⅜	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi	Tim 3500H	Ros	L4IHV	502	a	TD	108	60	33	40x2½	62x3½	½
39	420	. . .	300	45.0	130-2800	L	G	C	5-2¾	12¾	FP	No	Zen	.	DR	DR	P.BL	Mo	Opt	Tim 3500H	Ros	T21MV	502	a	TD	108	60	33	44x3	62x3½	½
40	677	4.7	450	60.0	140-2000	L	G	C	4-3½	11⅜	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450tw	Ros	Ws4IA	590	a	TD	131	61	33	42x3	62x3½	½
41	677	4.7	450	60.0	140-2000	L	G	C	4-3½	11⅜	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450tw	Ros	Ws4IA	717	a	TD	131	61	33	42x3	62x4	½
42	260	4.3	150	29.4	54-2100	L	C	S	7-2⅝	10⅛	FP	No	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 4D	Ha	L4IH	276	a	TX	. . .	. . .	34½	39x2¼	50x2½	N
43	260	4.3	150	29.4	54-2100	L	C	S	7-2⅝	10⅛	FP	No	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34½	39x2¼	50x2½	N
44	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34½	39x2¼	50x2½	N
45	260	4.3	150	29.4	54-2100	L	C	S	7-2⅝	10⅛	FP	No	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34½	41x2¼	54x2½	N
46	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34½	39x2½	50x2½	N
47	299	4.7	190	33.7	70-2100	L	C	C	7-2⅝	10⅛	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115 1/16	68 1/16	34½	41x2½	54x3	N
48	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115 1/16	68 1/16	34½	41x2½	54x3	N
49	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	El	. . .	P.Ow	Ow	Spi	Own 3D	Ow	O2IM	268	a	CI	119⅝	81⅜	36	41½x2½	47½x3	N
50	299	4.7	190	33.7	70-2100	L	C	C	7-2⅝	10⅛	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	CX	115 1/16	68 1/16	34⅝	41x2½	54x3	N
51	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115¼	68 1/16	34⅛	41x2½	54x3	N
52	396	4.9	250	38.4	100-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IH V	414	a	CI	107½	67½	34	41x2½	54x3	N
53	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	El	. . .	P.Ow	Ow	Spi	Own 51A	Ow	O2IM	335	a	CX	146	84¼	34	40½x2½	54x3	N
54	396	4.9	250	38.4	100-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IH V	484	a	CI	107½	67½	34	41x2½	54x3½	N
55	396	4.9	250	38.4	100-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	O4IHV	553	a	CI	144⅞	84⅝	34 1/16	42x3	56x3½	N
56	519	4.0	333	45.9	118-2100	H	C	S	7-3	15⅛	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 6D	Ros	O4IA	553	a	CI	156¾	91¾	34 1/16	42x3	56x3½	N
57	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	El	. . .	P.Ow	Ow	Spi	Own 2D	Own	OPXM	224	a	2I	148½	93½	34⅛	40½x3	56x3½	N
58	326	4.3	207	28.9	54-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	OPXM	224	a	2I	. . .	. . .	. . .	42x3	57x5	N
59	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	El	. . .	P.Ow	Ow	Spi	Own 55	Own	OPXM	224	a	2I	167¾	107½	42½	44x3	51⅞x5	N
60	396	4.9	250	38.4	100-2100	H	C	S	7-2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	595	a	CI	144⅞	84⅝	34 1/16	42x3	56x3½	N
61	519	4.0	333	45.9	118-2100	H	C	S	7-3	15⅛	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 9D	Ros	O4IA	595	a	CI	156¾	91¾	34 1/16	42x3	56x3½	N
62	519	4.0	333	45.9	118-2100	H	C	S	7-3	15⅛	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
63	326	4.3	207	28.9	54-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	El	. . .	P.Ow	Ow	Spi	Own 52	Ow	OPXM	224	a	2I	167⅜	107½	42½	44x3	51⅞x5	N
64	519	4.0	333	45.9	118-2100	H	C	S	7-3	15⅛	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
65	315	4.6	200	27.3	70-2200	L	G	C	7-2⅝	12½	CC	Wa	Str	M	DR	DR	D.Fu	Yo	Spi	She 3FA10	Ros	O2IV	320	p	FD	130¾	78½	30	40x2¼	50x3	½
66	358	4.4	230	38.4	77-2200	L	G	C	7-2⅝	12½	CC	Wa	Str	M	DR	DR	D.Fu	Yo	Spi	Shu 5550	Ros	O2IV	320	p	CD	141⅞	83⅞	30	40x2½	56x3	½
67	462	4.5	304	46.0	97-2000	L	G	C	7-3	13⅜	CC	Wa	Str	M	DR	DR	D.Fu	Yo	Spi	Shu 610	Ros	O2IV	320	p	FD	143¾	91¾	30	40x2½	56x3	½
68	193	5.2	135	25.3	63-3400	L	C	C	4-2⅝	6⅛	CC	No	Ti	M	AL	AL	P.Ow	Fe	Spi	Own C113	Own	B4IM	143	P	4I	. . .	. . .	. . .	36½x1¾	51x1¾	.
69	193	5.2	135	25.3	65-3400	L	C	C	4-2⅝	6⅛	CC	No	Ti	M	AL	AL	P.Ow	Fe	Spi	Own C131	Own	B4IM	235	P	4I	86¾	51⅞	37	36x1¾	45x2½	.
70	193	5.2	135	25.3	65-3400	L	C	C	4-2⅝	6⅛	CC	No	Ti	M	AL	AL	P.Ow	Fe	Spi	Own C157	Own	B4IM	235	P	4I	121 1/16	77 1/16	37	36x1¾	45x2½	.
71	248	5.0	150	27.3	66-3200	L	C	C	7-2⅝	10½	PC	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	P	TX	Var	79½	32	41x2½	54x3	½
72	248	5.0	150	27.3	66-3200	L	C	C	7-2⅝	10½	PC	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	P	TX	Var	79½	32	41x2½	54x3	½
73	311	4.1	197	38.4	72-2400	H	C	C	7-2¾	11¼	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	P	TX	Var	76	32	41x2½	54x3	½
74	311	4.1	197	38.4	72-2400	H	C	C	7-2¾	11¼	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	P	TX	Var	76	32	41x2½	54x3	½
75	339	4.2	212	38.4	82-2400	H	C	N	7-2¾	13⅜	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	650	P	CD	Var	76	32	41x2½	54x3	½
76	339	4.2	212	38.4	82-2400	H	C	N	7-2¾	13⅜	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	650	P	CD	Var	76	32	41x2½	54x3	½
77	339	4.2	212	38.4	82-2400	H	C	N	7-2¾	13⅜	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	P	CD	Var	76	32	41x2½	54x3	½
78	381	4.2	236	40.8	88-2200	H	C	N	7-2¾	13⅜	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	P	CD	Var	76	32	41x2½	54x3	½
79	427	4.2	268	45.9	100-2400	H	C	N	7-2¾	13⅜	FP	No	Zen	E	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	P	CD	Var	76	32	41x2½	54x3	½
80	381	4.2	236	40.8	88-2400	H	C	N	7-2¾	13⅜	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26050H	Ros	L4IHV	690	P	TD	Var	76	36	. . .	. . .	.
81	427	4.2	268	45.9	100-2600	H	C	N	7-2¾	13⅜	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26050H	Ros	L4IHV	. . .	P	TD	. . .	76	36	. . .	. . .	.
82	260	4.7	. . .	29.4	60-2400	L	G	C	7-2⅝	13¼	PC	No	Str	M	AL	AL	D.BL	Ch	Blo	Tim	Ros	L4IH	380	a	TX	Opt	Opt	34	40x2¼	49x2½	½
83	298	4.7	. . .	33.7	68-2400	L	G	C	7-2⅝	13¼	PC	No	Str	M	AL	AL	D.BL	Ch	Blo	Tim 31000H	Ros	L4IH	452	a	TX	Opt	Opt	34	40x2¼	49x2½	½
84	339	4.7	. . .	38.4	76-2400	L	G	C	7-2⅝	13¼	PC	Ha	Str	M	DR	DR	D.BL	Ch	Blo	Tim 33000H	Ros	L4IH	577	a	TX	Opt	Opt	34	41x2½	50½x3	½
85	383	4.7	. . .	43.3	84-2200	L	G	S	7-2⅝	13¼	PC	Ha	Str	M	AL	AL	D.BL	Ch	Blo	Tim 35000H	Ros	L4IH	660	a	FD	Opt	Opt	34	41x2½	50½x3	½
86	383	4.7	. . .	43.3	84-2200	L	G	S	7-2⅝	13¼	PC	Ha	Str	M	AL	AL	D.BL	Ch	Blo	Tim 35000H	Ros	L4IH	768	a	FD	Opt	Opt	34	41½x2½	53x3	½
87	479	4.4	. . .	51.2	104-2200	L	G	C	7-3	15	PC	Ha	Str	M	RB	AL	D.BL	Ch	Blo	Tim 35000H	Ros	L4IH	768	a	FD	Opt	Opt	34	41½x2½	53x3	½
88	529	. . .	. . .	51.2	124-2200	L	G	C	7-	15	PC	Ha	Str	M	RB	AL	D.BL	Ch	Blo	Tim 26450	Ros	T21MV	500	a	2I	Opt	Opt	34	41½x2½	54½x3	½
89	770	4.5	. . .	66.1	164-2000	L	G	S	7-3½	.	.	Ha	Str	M	RB	AL	D.BL	Ch	Blo	Tim	Ros	T21MV	500	. . .	2I	Opt	Opt	34	41½x2½	.	.
90	201	5.5	142	21.0	63-2900	L	G	C	4-2⅝	7	CC	No	Zen	V	AL	AL	dp.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	268	p	TX	126	70	34	38x2½	54x2½	N
91	201	5.5	145	25.3	61-2750	L	G	C	4-2⅝	7⅛	PC	No	Zen	V	AL	AL	dp.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	306	E	TX	126	70	34	38x2½	54x2½	½
92	224	4.7	145	25.3	61-2750	L	G	C	4-2⅝	7⅛	PC	No	Zen	V	AL	AL	dp.Lo	Pe	Blo	Shu 5427	Ros	L4IH	306	E	TD	126	70	34	38x2½	54x2½	½
93	268	5.3	184	28.8	96-3400	L	C	C	5-2⅜	8⅜	CC	Ha	Zen	M	AL	AL	dp.Lo	Pe	Blo	Shu 5427	Ros	L4IH	306	E	TD	126	71	34	38x2½	54x2½	½
94	268	5.3	184	28.8	96-3400	L	C	C	5-2⅜	8⅜	CC	Ha	Zen	M	AL	AL	dp.Lo	Mo	Blo	Shu 5432	Ros	L4IHV	354	E	TD	Opt	88	34	38x2½	54x2½	½
95	298	5.2	205	33.8	115-3300	L	C	C	5-2⅜	10	PC	Ha	Zen	M	AL	AL	dp.Lo	Mo	Spi	Shu 5432	Ros	L4IHV	354	E	TD	Opt	88	34	38x2½	54x2½	½
96	298	5.2	205	33.8	115-3300	L	C	C	5-2⅜	10	PC	Ha	Zen	M	AL	AL	dp.Lo	Mo	Spi	Shu 5572	Ros	L4IHV	397	E	TD	Opt	88	33½	42x3	56x3	½
97	298	5.2	205	33.8	115-3300	L	C	C	5-2⅜	10	PC	Ha	Zen	M	AL	AL	dp.Lo	Mo	Spi	Shu 5572	Ros	L4IHV	643	E	TD	Opt	85	33½	42x3	56x3	½
98	780	4.7	475	66.1	156-1800	L	G	A	7-3	16⅛	FP	Str	Zen	M	NE	LN	dp.BL	GO	Spi	Tim 27450tw	Ros	T6IA	720	a	FD	181½	101½	34¼	42½x3	61x5	½
99	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Str	M	AL	AL	D.BL	Ch	Spi	Tim 26450	Ros	TWsRIA	536	a	TD	. . .	. . .	35½	44½x3	60x4	.
100	411	4.4	236	40.0	89-2400	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100tw	Ros	Ws6IA	. . .	a	TD	Opt	. . . .	. . .	40x2½	56x4	N
101	427	4.2	268	45.9	100-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	. . .	a	TD	Opt	. . . .	. . .	46x3	56x4	N
102	427	4.2	268	45.9	100-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	. . .	a	TD	Opt	. . . .	. . .	46x3	66x4	N
103	611	4.5	384	54.1	127-2300	L	G	A	7-3	13¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	. . .	a	TD	Opt	. . . .	. . .	46x3	66x4	N
104	427	. . .	. . .	45.9	100-2600	H	C	N	7-2¾	13¼	FP	Co	Zen	V	DR	DR	P.BL	Pe	Blo	Tim 36020H	Ros	L6IHV	. . .	. . .	TX	132	80	33	48x3	64x4	½
105	427	. . .	. . .	45.9	100-2600	H	C	N	7-2¾	13¼	FP	Co	Zen	V	DR	DR	dp.BL	Pe	Blo	Tim 36020tw	Ros	TrIA	. . .	. . .	TX	132	80	33	48x3	64x5	½
106	611	. . .	. . .	54.2	127-2300	L	G	A	7-3	13¼	FP	Co	Zen	M	DR	DR	dp.BL	Pe	Blo	Tim 36020tw	Ros	TrIA	. . .	. . .	TD	162	74¼	34	45½x3	64x5	N
107	428	4.4	280	45.9	93-2200	L	G	C	7-3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpP	Shu 5582B	Ros	L6IHV	571	a	TD	162	103	34	45¼x2½	58x4	N
108	501	4.4	330	48.6	111-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB	Tim 16300	Ros	Ws4I	238	a	TD	162	100¼	37	46x3	50x4	N
109	529	4.4	350	51.3	114-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB	Shu	Ros	Ws4I	238	a	TD	138¾	94¾	37	46x3	50x4	N
110	677	. . .	418	60.0	127-2000	L	G	C	4-3½	11⅜	PC	Wa	Zen	M	LN	LN	D.BL	GO	SpB	Shu	Ros	Ws4I	238	a	TD	141	93	37	46x3	50x4	N
111	572	. . .	. . .	48.6	114-1900	L	G	C	4-3	10⅛	PC	Bu	Zen	E	LN	LN	D.Fu

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS										FRAME	
											ENGINE		TRANSMISSION			REAR AXLE			GEAR RATIOS			
			Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	Federal..D2SW	2R	2½–3	1050	140	182	12500	3925	B6.00/20	P32x6	Con W10	4–3⅞x4¼	WG T9	U 4	No	Cla B373A	SF	H	6.38	40.8	6x2¾x¼	C
2	.....E2SW	2R	2½–3	1150	145	187	12500	3975	B6.00/20	P32x6	Con 17E	6–3⅜x4	WG T9	U 4	No	Cla B373A	SF	H	6.38	40.8	6x2¾x¼	C
3	.....D2D	4R	2½–3	1350	140	182	12500	4235	B6.00/20	P32x6	Con W10	4–3⅞x4¼	WG T9	U 4	No	Cla B373A	BF	H	6.38	40.8	6x2¾x¼	C
4	.....E2D	4R	2½–3	1450	145	187	12500	4310	B6.00/20	P32x6	Con 17E	6–3⅜x4	WG T9	U 4	No	Cla B373A	BF	H	6.38	40.8	6x2¾x¼	C
5	.....A6SW	2R	4	2195	164	182	18500	5620	P32x6	DP32x6	Con 16C	6–3⅜x4⅝	Own	A 4	No	Cla B610A	BF	H	6.38	38.5	6x3½x¼	C
6	F.W.D....MX6	Op	10–15	10500	170	Op	42750	15000	P40x10	DP40x10	Wau RB	6–5x5¾	BL	U 4	A 2	Wis	2F	H	8.36	173.	10x3x⅜	C
7	.....X6	4F	6–10	6400	170	Op	24000	9500	P36x8	P36x8	Wau SRL	6–4⅜x5⅛	Own	A 5	Op	Own X	BF	H	8.9	88.6	7x3x⅜	C
8	(6)Gen.Mo..T90	4R	5–7½	5285	185	220	28000	9400	B7.50/20	DB7.50/20	Own 331	6–3¾x5	Own	U 4	A 3	Own	WF	R	9.25	129	9⅛x3½x⅛	L
9	.....T95	4R	7–11	7695	189	224	40000	13250	P34x7	DP34x7	Own 525	6–4½x5½	Own	U 4	Op	Own	WF	R	8.50	53.3	9⅛x4x⅛	L
10	G-P....75-6SW	4R	6–8	6440	174	Op	28000	9500	B9.75/20	B11.25/20	Wau SRL	6–4⅜x5½	Fu VUOG	U 5	No	Tim SW200	WF	R	7.50	53.0	11x3½x⅝	L
11	.....75-8SW	4R	6–8	6400	174	Op	28000	9500	B9.75/20	B11.25/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Tim SW200	WF	R	7.50	53.0	11x3½x⅝	L
12	.....85-6SW	4R	8–10	8695	169	Op	36000	12000	B10.50/24	B12.75/24	Wau 6AB	6–4¼x5¾	Fu MHU	U 4	A 3	Wis SD310	DF	R	8.50	10.6	12x3½x⅝	L
13	.....95-6SW	4R	10–12	9640	176	Op	40500	13000	B10.50/24	B13.50/24	Wau 6RB	6–5x5¾	Fu MUH	U 4	A 3	Wis SD410	DF	R	10.2	128.	14x3½x⅝	L
14	H'ndricks n22D	4R	2–6	3600	Op	Op	22000	7000	B7.50/20	DB7.50/20	Wau MK	6–4¼x4¾	Fu JVU	U 5	No	Own	2B	A	Opt	Opt	6x2½x⅜	P
15	.....36D	4R	5–12	6600	Op	Op	36000	11200	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅜x5⅛	Fu VU	U 5	No	Own	2B	A	Opt	Opt	8x3x⅜	P
16	.....38D	4R	12	8000	Op	Op	38000	13200	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅜x5⅛	D. BL	A 7	No	Eat 44000	2F	A	Opt	Opt	8x3x⅜	P
17	.....44D	4R	12	9000	Op	Op	44000	14000	B9.75/22	DB9.75/22	Wau RB	6–5x5¾	D. BL	A 7	No	Eat 44000	2F	A	Opt	Opt	8x3x⅜	P
18	Hug.....99..		10	10305	148	148	58500	15100	S36x8	S40x16	Bud GF6	6–4¾x6	BL 714-703	U 4	A 3	Wis SD410	2F	R	10.3	139	9x4⅛x⅜	I
19	Ind..958BT-150	2C	.....	1675	168	186	20000	5500	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT150	SF	T	7.4	45.8	7⅞x2¾x⅝	C
20	.....958W 75	4R	.....	1735	168	186	20000	5800	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SW75	WF	T	7.4	45.8	7⅞x2¾x⅝	C
21	Ken....186SDT	2C	.....	6450	...	...	.....	.....	B9.00/20	DB9.00/20	Her YXC2	6–4½x5¼	BL 1554	U 4	A 3	Tim Sdt310w	2F	H	7.33	104.	9x3x¼	T
22	.....241SDT	2C	.....	6850	...	...	.....	.....	B9.00/20	DB9.00/20	Her RXB	6–4½x5¼	BL 714	U 4	A 3	Tim Sdt310w	2F	H	7.33	85.5	9x3x¼	T
23	.....346A	4R	.....	8800	...	...	.....	.....	B9.75/20	DB9.75/20	HaS 160	6–4¼x5½	BL 714	U 4	A 3	Tim 310W	WF	H	7.25	84.5	8x3x⅜	C
24	.....346B	4R	.....	8550	...	...	.....	.....	B9.75/20	DB9.75/20	Bud GF-6	6–4¾x6	BL 714	U 4	A 3	Tim 310W	WF	H	7.25	98.4	8x3x⅜	C
25	.....346C	4R	.....	9500	...	...	.....	.....	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim 310W	WF	H	7.25	98.4	8x3x⅜	C
26	.....386C	4R	.....	10200	...	...	.....	.....	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim SW410w	WF	H	7.60	103.	8x3x⅜	C
27	Kleiber.....280	4R	7½	6000	201	210	28000	10060	B9.00/20	DB9.00/20	Con 20R	6–4⅛x4¾	BL 714-60	A 7	A 7	Tim Sw200tw	WF	R	7.75	73.6	7x3½x⅜	P
28	340	4R	10	7000	210	215	34000	11900	B9.75/20	DB9.75/20	Con 21R	6–4⅝x3¾	BL 714–60	A 7	A 3	Tim Sw300W	WF	R	9.33	88.6	8x3½x⅜	P
29	.....340T	4R	10	8000	215	225	34000	13650	B9.75/20	DB9.75/20	Con 22R	6–4½x5¼	BL 714–60	A 7	A 3	Tim Sw400W	WF	R	10.3	98.1	8x3½x⅜	C
30	La Fran-R...Q6	4R	9–12	11000	Op	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12–4x5	BL 714	U 4	No	Tim SWD410	WF	..	Opt	Opt	12x3½x¼	L
31	LeMoon(9)..701	4R	5–6	4675	187	199	25500	8500	B8.25/20	DB8.25/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Ti 63703-97H	WF	R	6.20	43.8	7x4x¼	B
32	801	4R	6–7	5400	187	199	32500	9720	B9.00/20	DB9.00/20	Lyc AEC	8–3¾x4¾	Fu VOUG	U 5	No	Ti 65703-97H	WF	H	6.75	47.7	7x4x¼	B
33	802	4R	6–7	5650	187	199	32500	9800	B9.00/20	DB9.00/20	Wau 6SRL	6–4¾x5⅛	Fu VOUG	U 5	No	T65703-97tW	WF	H	6.75	47.7	7x4x¼	B
34	900	4R	7–8	6800	191	203	36000	12000	B9.75/20	DB9.75/20	Wau 6SRL	6–4¾x5⅛	BL 607	A 7	No	TimSW310W	WF	H	9.25	86.9	9x4x⅜	B
35	1000	4R	8–10	7500	196	208	40000	12600	B9.75/24	DB9.75/24	Wau 6AB	6–4½x5¾	BL 714	U 4	3	TimSW310W	WF	H	9.25	128.	9x4x⅜	B
36	1200	4R	10–12	8100	196	208	40000	14000	B9.75/24	DB9.75/24	Wau 6RB	6–5x5¾	BL 714	U 4	3	TimSW410W	WF	H	9.25	128.	9x4x⅜	B
37	Maccar...SW86	4R	10–12	9000	216	260	38700	.....	B10.50/20	DB10.50/20	Her RXCP	6–4⅛x5¼	BL 615	A 5	No	Tim spec.	W4	..	9.0	59.	12x3x¼	T
38	Mack.....AC	4R	8–15	8500	217	257	45450	14550	P40x8	DP40x8	Own BK	6–4½x5½	Own AC	J 4	No	Own AC	CD	A	9.26	59.4	8x3x⅜	C
39	.....AK	4R	8–15	9300	217	257	41350	15900	B9.75/22	DB9.75/22	Own BK	6–4½x5½	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8⅝x2⅜x⅜	C
40	.....AP	4R	8–15	10500	217	257	40300	14850	P40x8	DP40x8	Own AP	6–5x6	Own AC	J 4	No	Own AP	CD	R	9.26	59.4	8x3x⅜	C
41	.....AP	4R	8–15	11000	217	257	41550	16400	B9.75/22	DB9.75/22	Own AP	6–5x6	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8⅝x3x⅜	C
42	P.-A..34L501S4....		.....	(11)	200	...	34000	13200	B9.75/20	DB9.75/20	Her	6–4½x5¼	Co TNU	U 4	Op	Tim SW310	W	A	9.25	49.0	10x3x⅜	C
43	.....34K611S4....		.....	(11)	200	...	34000	14200	B9.75/20	DB9.75/20	Her	6–4¾x5¾	Own	U 4	Op	Tim SW310	W	A	7.75	40.6	10x3x⅜	C
44	.....44K779S4....		.....	(11)	200	...	44000	14500	B10.50/20	DB10.50/20	Her	6–5¼x6	Own	U4	Op	Tim SW410	W	A	9.	47.2	10x3x⅜	C
45	Relay....60SW	2R	10	6545	175	205	36500	12000	P38x7	DP40x8	Bud BA6	6–4½x5⅛	Fu VU16	U 5	No	Own 60	2F	..	9.09	63.6	8⅛x3½x⅜	P
46	Sterling FCS170	4R	8–8½	10210	Op	Op	.....	14100	P36x8	DP36x8	Wau HB	6–4¼–5¾	Own UC2	U 4	A 3	Own	CD	R	9.5	63.2	15x3¼x¼	C
47	.....FCS180	4R	9–9½	10405	Op	Op	.....	14450	P40x8	DP40x8	Wau AB	6–4½–5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3¼x¼	C
48	.....FCS210	4R	10½–12	10825	Op	Op	.....	14750	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3¼x¼	C
49	Wht..630SW200	4R	5–6	6245	193	205	.....	10000	B8.25/20	DB8.25/20	Own 3AD	6–4x5¼	Own 4B	U 4	No	Tim SW200H	WF	R	6.75	44.2	8⅛x3⅛x⅜	C
50	...642SW310	4R	7–9	8025	198	210	.....	12670	B9.00/20	DB9.00/20	Own 1AB	6–4¾x5¾	Own 7B	U 4	No	TimSW310W	WF	R	8.5	55.6	8⅛x3⅛x⅜	C
51	...643SW410	4R	9–11	8550	198	215	.....	14400	P40x8	DP40x8	Own 1AB	6–4¾x5¾	Own 7B	U 4	No	TimSW410W	WF	R	10.2	69.1	8⅛x3⅛x⅜	C

KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Where a tonnage range is indicated the chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.

Gross Vehicle Weight—Is chassis weight, plus body and cab, plus payload. Where a tonnage range is indicated the gross vehicle weight given is governed by the tires specified.

Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.

Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.

Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tractors.

(N) Not available as tractor.

(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.

(1) **Brockway**—Five speed transmissions furnished optional at extra cost.

(2) **Chevrolet**—Utility model with dual 30x5 rear tires lists at $545.

(3) **Corbitt**—Larger engines and corresponding transmissions, clutches, axles etc., provided on all models of Corbitt trucks when type of service requires them.

(4) **Day Elder**—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.

(5) **Dodge**—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. G-81 available as special tractor truck with 146-inch wheelbase with model designation of G-80, at $5250.

(6) **General Motors**—Gross vehicle weight indicated for each model in table is the **Straight Rating** (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this **Straight Rating,** but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity and assuming nominal body allowance will result in payload range for each model as shown. Models T-15 to T-61 inclusive are also available for export only as coach chassis. Double reduction axles optional in Models T-45, T-51, T-61, T-83 and T-95 at extra cost. Trailing type axles available on Model T-95 at price deduction.

(7) **Grass Premier**—Eight cylinder engines available on following models: 45-6 with Lyc. GU at $2700 list; 55-6 with Lyc. HF at $3355; 65-6 with Lyc. AEC at $4065; 35 T-6 with Lyc. GU at $1665; 45 T-6 with Lyc. HF at $3185.

(8) **International Harvester**—A-2, 1½-ton, same as A-1 with more spring leaves.

(9) **LeMoon**—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 6SRL at same cost.

(11) **Pierce-Arrow**—Prices not established by factory in time for publication. Prices assured for next issue.

(12) **White**—The maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions. Each model shown is furnished with different specifications for different ratings.

MAKES—ALL

AB—American Bosch.
AL—Auto Lite.

B—Bendix.
BB—Borg & Beck.
BE—Bendix front, Eaton rear.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Bf—Bethlehem.
Blo—Blood.
Bu or Bud—Buda.

C or Col—Columbia.
CB—Columbia front, Bendix rear.
Car—Carter.
Ch—Chicago.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission).
Co—Continental (governor).
Con—Continental.
Cot—Cotta Gear.

DG—Detroit Gear and Machine.
DR—Delco Remy.

Eat—Eaton.
Ei—Eisemann.

Fe—Fedders.
Fu—Fuller.

Ge—Gemmer.
GO—G. & O.

Ha—Handy (governor).
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).

Jac—Saginaw.
Jo—Jones.

KP—Handy.

L—Lockheed.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear.
Lyc—Lycoming.

Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
MM—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).

NE—North East.
No—Not supplied.

O or Ow—Own.
Op or Opt—Optional.

Pe—Pierce (governor).
Pe—Perfex (radiator).
Pet—Peters.
PeS—Peters and Spicer.
PS—Peters & Snead.

RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.

S—Steeldraulic.
Sal—Salisbury.
Sc—Scintilla.
Sch—Wheeler-Schebler.
She—Sheldon.
Shu—Shuler.
SpB—Spicer and Blood.
Spi—Spicer.
SpP—Spicer and Pick.
Ste—Detroit Lubro. (carburetor).
Ste or St—Sterling.
Str—Stromberg.

Ti—Tillotson.
T or Tim—Timken.
TO—Timken front, Own rear.

WG—Warner Gear.
Wa or War—Warner Corp. (steering gear)
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin.
Wo—Wohlrab.
Ws—Westinghouse.

Yo—Young.

Zen—Zenith.

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELEC. TRICAL: Ignition System Make	ELEC. TRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location and Type	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	200	4.7	126	24.0	48–2500	L	C	A	3–2¼	5⅞	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	566	P	TX	123	64¼	34	38x2¼	40½x2½	N
2	215	5.1	137	27.3	60–2600	L	C	A	7–2¼	9¼	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	566	P	TX	118	63¾	34	38x2¼	40½x2½	N
3	200	4.7	126	24.0	48–2500	L	C	A	3–2¼	5⅞	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	566	P	TX	123	64¼	34	38x2¼	40½x2½	N
4	215	5.1	137	27.3	60–2600	L	C	A	7–2¼	9¼	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L6IH	566	P	TX	118	63¾	34	38x2¼	40½x2½	N
5	248	5.0	150	27.3	64–2600	L	C	A	7–2¾	10¼	CC	KP	Zen	V	DR	DR	P.BB	Lo	Cle	Cla F304	Ros	L6IHV	675	P	TI	158	84	34	40x2½	44x3	N
6	677	4.4	460	60.0	125–2000	L	G	C	4–3½	11⅝	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis	Ros	B6IMV	504	G	T4	. . . .	. . . .	34	48x3½	. . . .	N
7	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅞	PC	Wa	Zen	M	RB	NE	D.BL	Pe	Blo	Own M	Ros	B6IMV	541	G	4M	180	137	36	42¾x2½	44x3	N
8	331	4.4	230	34.7	94–2500	H	G	A	4–2½	8	PC	Ha	Str	M	DR	DR	D.Ow	Lo	Cle	Own	Jac	BrIA	557	P	TD	161	100¼	34½	40x3	50x4	½
9	525	4.5	383	48.6	128–2100	H	C	A	7–2¾	14	FP	Ha	Str	M	DR	DR	D.Ow	Lo	Spi	Own	Jac	B6IA	817	P	TX	161	100	34	50x3½	45x4	N
10	462	4.6	300	45.9	100–2400	L	G	C	7–3	13⅞	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim 26450H	Ros	L6IH	774	a	CD	. . . .	. . . .	34	40x3	58x4	½
11	420	5.2	300	45.0	135–3000	L	G	C	5–2¾	11⅞	FP	. .	Str	M	AL	AL	D.Fu	Ow	MM	Tim 26450H	Ros	L6IH	774	a	CD	. . . .	. . . .	34	40x3	58x4	. .
12	549	4.5	335	48.6	100–2000	L	G	C	4–3½	11⅝	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim 27450tW	Ros	B6IM	624	a	CD	. . . .	. . . .	34	40x3	58x4	. .
13	677	4.4	460	60.0	12 –2000	L	G	C	4–3½	11⅝	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim 27450tW	Ros	B6IM	624	a	CD	. . . .	. . . .	34	40x3	58x4	½
14	381	4.6	240	40.8	87–2500	L	G	C	7–2¾	12½	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Blo	Cla	Ros	L4IHV	295	P	TX	Opt	Opt	34	40½x3½	31x3	N
15	462	4.6	300	45.9	97–2000	L	G	C	7–3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Blo	Tim 27450	Ros	L4IHV	504	G	TX	Opt	Opt	34	40½x3½	35½x4	N
16	462	4.6	300	45.9	97–2000	L	G	C	7–3	13⅞	PC	Wa	Zen	M	AL	AL	D.BL	Ch	Blo	Tim 27450	Ros	Ws4IA	780	G	TX	Opt	Opt	36	40½x3½	66x4	N
17	677	4.7	440	60.0	126–1850	L	G	C	4–3½	10¼	PC	Wa	Zen	M	AL	AL	D.BL	Ch	Blo	Tim 27450	Ros	Ws4IA	780	G	TX	Opt	Opt	35	43x3½	66x4	N
18	638	4.3	410	54.1	126–1850	L	G	C	4–3	10¼	PC	Pe	Zen	M	RB	DR	BL	Yo	Blo	Shu 715–11	Ros	WrIA	792	G	TD	139	88¼	38½	41⅞x3	53x4	N
19	282	5.3	186	33.7	90–2500	L	G	A	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	Yo	Spi	Tim 31020	Ros	L6IHV	559	G	TX	140	83	34	37x2¼	44x4	N
20	282	5.3	186	33.7	90–2500	L	G	A	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	Yo	Spi	Tim SW75	Ros	L6IHV	459	G	TX	140	83	34	37x2¼	47x3	N
21	453	4.7	300	18.6	98–2200	L	G	A	7–3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000N	Ros	Ws4rA	815	a	FD	. . . .	. . . .	33¾	42x3	56x4	½
22	501	4.9	330	18.6	110–2200	L	G	A	7–3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	. . . .	. . . .	33¾	42x3	56x4	½
23	438	4.4	322	13.3	125–2400	H	C	A	4–2¾	10⅝	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	. . . .	. . . .	33¾	42x3	56x4	½
24	638	4.3	410	54.1	126–1850	L	G	C	4–3	10¼	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	. . . .	. . . .	33¾	42x3	56x4	½
25	707	4.4	506	60.0	170–2000	H	C	A	7–3¼	11¼	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	. . . .	. . . .	33¾	42x3	56x4	½
26	707	4.4	506	60.0	170–2000	H	C	A	7–3¼	11¼	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	. . . .	. . . .	33¾	42x3	56x4	½
27	411	4.2	236	40.0	89– 400	H	C	C	7–2¾	13	FP	No	Str	V	RB	DR	.BL	Ow	Spi	Tim 16302	Ros	T4IA	848	G	TD	180	120	38	44x3	60x4	½
28	427	4.2	267	45.9	100–2600	H	C	C	7–2¾	13	FP	No	Str	V	RB	DR	.BL	Ow	Spi	Tim 16302	Ros	T4IA	848	G	TD	180	130	38	44x3	60x4	½
29	638	4.2	340	54.0	120–2400	H	C	C	7–2¾	13¼	FP	No	Str	V	RB	DR	.BL	Ow	Spi	Tim 17300	Ros	T4IA	848	G	TD	204	130	38	44x3	60x4	½
30	754	5.1	510	76.7	240–2900	H	C	C	4–3½	10	PC	No	Zen	M	DR	DR	dp.Lo	Ow	Blo	Tim 27450tw	Ros	Ws6IA	. . .	Da	CD	. . . .	. . . .	34	44x3	None	N
31	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	525	a	CD	162	108	34	39x2½	39x2½	N
32	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	633	a	CD	162	108	34	39x2½	46x3½	N
33	462	4.5	300	45.9	98–2000	L	G	A	7–3	13⅞	PC	Wa	Str	M	AL	DR	D.Fu	Ch	Spi	Tim 35000tw	Ros	Ws6IA	711	a	CD	162	108	34	39x2½	46x3½	N
34	462	4.5	300	45.9	98–2000	L	G	A	7–3	13⅞	PC	Wa	Str	M	AL	DR	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
35	549	4.5	332	48.6	100–2000	L	G	A	4–3½	11⅝	PC	Wa	Str	M	AL	LN	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
36	677	4.6	460	63.0	127–2000	L	G	A	4–3½	11¾	PC	Wa	Str	M	AL	LN	D.BL	Ch	Spi	Tim 27045tw	Ros	Ws4IA	792	a	CD	162	108	34	48x3½	53x4	N
37	529	4.9	350	51.2	112–2000	L	G	S	7–3	14	PC	Ha	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26450tw	Ros	Ws6IA	. . .	a	TD	198	116	33	42x3	None	N
38	525	4.8	350	48.6	125–2300	L	G	C	4–3½	11¼	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Spi	Own AC	Ow	O6IA	760	a	FD	180	109	37⅝	48x3½	52x4	½
39	525	4.8	350	48.6	125–2300	L	G	C	4–3½	11¼	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Cle	Own AK	Ow	O6IA	852	a	FD	180	109	37	48x3½	52x4	½
40	706	4.8	427	30.0	138–1900	L	G	S	4–3¼	11¼	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Spi	Own AK	Ow	O6IA	760	a	FD	180	109	37	48x3½	52x4	½
41	706	4.8	427	30.0	138–1900	L	G	S	4–3¼	11¼	PS	Ow	Str	V	RB	LN	P.Ow	Ow	Cle	Own AK	Ow	O6IA	852	a	FD	180	109	37	46½x3½	52x4	½
42	501	4.6	330	48.6	110–2200	L	G	A	7–3	12½	PC	Ha	Zen	M	DR	DR	.Lo	Lo	Cle	Tim 27050	Ha	T6IA	. . .	D	CD	180¼	118¼	34	41x3	56x4	½
43	611	4.5	410	54.1	130–2000	L	G	A	7–3½	16⅝	PC	Ha	Str	M	DR	DR	.Lo	Lo	Spi	Tim 27050	Ros	T6IA	. . .	D	TX	180½	112½	34	41x3	56x4	½
44	779	4.5	510	66.1	170–1800	L	G	A	7–3½	16⅝	PC	Ha	Str	M	DR	DR	.Lo	Lo	Spi	Tim 27050	Ros	T6IA	. . .	D	TX	180½	112½	34	41x3	56x4	½
45	411	4.5	270	40.8	83–2100	L	G	C	4–2½	12¼	FP	Bu	Zen	V	AL	AL	D.Fu	Lo	Blo	Tim 35000H	Ha	L4IH	744	P	FX	216	126½	34	42x2½	58x3	½
46	489	4.5	295	43.4	90–2000	L	G	C	4–3½	11¾	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim	Ros	Ws4IA	792	s	CD	Opt	Opt	34	48x3	60x3½	N
47	549	4.5	330	48.6	99–2000	L	G	C	4–3½	11¾	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim	Ros	Ws4IA	792	s	CD	Opt	Opt	34	48x3	60x3½	N
48	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11¾	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim	Ros	Ws4IA	792	s	CD	Opt	Opt	34	48x3	60x3½	N
49	396	4.9	250	38.4	100–2100	H	C	S	7–2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	Lr4IHV	514	a	CI	194⅞	109⅞	34¼	42x3	51½x4	N
50	519	4.0	333	45.9	118–2100	H	C	S	7–3	15¼	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34¼	42x3	42x4	N
51	519	4.0	333	45.9	118–2100	H	C	S	7–3	15¼	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34¼	42x3	42x4	N

KEY TO ABBREVIATIONS AND REFERENCE MARKS

BRAKES—SERVICE

Location

2—Two Wheel.
4—Four Wheel.
J—Jackshaft.
r—Four rear wheels.

Type

I—Internal.
X—External.

Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft.
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk
I—Internal
X—External.

BRAKE DRUMS

Material

a—Cast alloy iron.
A—American Car Fdry.
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron.
f—Forged steel.
p—Pressed steel.
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate.

ENGINE

Valve Arrangement

H—In head.
L—"L" head.
T—"T" head.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod, camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.
SP—Circulating with splash.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.

REAR AXLE

Final Drive and Type

B—Bevel.
D—Dead.
F—Full-floating.
H—Hypoid.
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating.
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss.
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.

SPRINGS

Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.
N—No.
O—Optional.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics.
S—Solids.
DS—Dual Solids.
c—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.
No—Not furnished.
Op—Optional.

Auxiliary Location

No—Not furnished.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels.
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

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